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Cessna 560XL CE-560XL, XLS, XLS+

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RECORD OF REVISIONS

Revision Number	Sections	Pages Affected	Date
Original	All		
1	All	All	01/21/1999
2	All	All	09/30/2009
3	All	All	06/19/2015

HIGHLIGHTS OF CHANGE

Original Issue Established Type Rating

- 1 Modified prerequisites for transition courses for applicants for the CE-560XL and CE 500 type ratings.
- 2 Specified training checking and currency requirements for XLS+, and superseded 560XLS FSB Report by incorporation.
- 3 Revised document format. Added Appendix 4, 560XLS Honeywell Charts and/or MFD Uplink Graphical Weather. Appendix 5, Deleted HISTORICAL TYPE RATING DETERMINATION INFORMATION, now reserved. Appendix 6, changed to AIRCRAFT REGULATORY COMPLIANCE CHECKLIST.

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1. PURPOSE AND APPLICABILITY

1.1 Primary Purpose. The primary purpose of this report is to specify Federal Aviation Administration (FAA) master training, checking and currency requirements applicable to flight crews operating Cessna Model 560XL series aircraft (560-5001thru 5500 (XL), 560-5501thru 6000 (XLS), and 560-6001 and on (XLS+)). This report can assist Title 14 Code of Federal Regulation (14 CFR) part 91 subpart K (91K) fractional ownership program, part 135 air carrier operators and part 142 training centers in the development and approval of the training programs by their Principal Operations Inspector (POI) and FAA Training Center Program Managers (TCPM).

Note: All regulatory references within this report are found in 14 CFR, unless otherwise indicated.

The guidelines in this report also apply to operations inspectors, Aircrew Program Managers (APM), 14 CFR part 135 air carrier check pilot and instructors, airline transport pilots instructing in air transportation service, certificated flight and ground instructors, aircrew program designees, Training Center Evaluators (TCE), and part 61, 135, 141 and 142 training providers.

This report also provides information which is advisory in nature, but may be mandatory (under part 91K management specifications and part 135 operation specifications) if the designated configurations apply and if approved for that operator.

Provisions of this report:

- a) Identify Pilot "type rating" requirements assigned to the CE-560XL,
- b) Describe any unique requirement applicable to initial, transition, upgrade, or recurrent training,
- c) Describe "Master Difference Requirements (MDR)" for flight crews requiring differences qualification for mixed-fleet-flying or transition,
- d) Provide examples of acceptable "Operator Difference Requirements (ODR)" tables,
- e) Describe acceptable training program and flight simulation training device (FSTD) characteristics when necessary to establish compliance with applicable MDR table,
- f) Identify checking and currency standards to be applied by FAA or operators,
- g) Report Electronic Flight Bag (EFB) evaluations, and
- h) Provide a listing of regulatory compliance status (compliance checklist) for the pertinent 14 CFR, Advisory Circulars (AC), and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation Group (AEG).

1.2 This report addresses CE-560XL series aircraft (560-5001thru 5500, 560-5501thru 6000, and 560-6001 and on) as specified in the FAA Type Certificate Data Sheet (TCDS) #A22CE. This report is applicable to all training and checking in the aircraft as well as currency and experience requirements.

1.3 The provisions of this Flight Standardization Board (FSB) report are effective until amended, superseded, or withdrawn by subsequent revisions to this report.

1.4 Determinations made in this report are based on the evaluations of specific CE-560XL aircraft equipped in a given configuration and in accordance with current regulations and guidance. Modifications and upgrades made to the models described herein, or introduction of new related aircraft, may require amendment of the findings in this report. The FSB reserves responsibility/authority to re-evaluate and modify sections of this report based on new or revised Advisory Circular material or revisions to parts 91, and 135, aircraft operating experience, or the testing of new or modified aircraft under the provisions of AC 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations, as amended.

1.5 Relationship between this FSB report and an AQP program. Refer to 8900.1, Vol 3 for differences between this FSB report and an operator's proposed training, checking, and currency requirements under an Advanced Qualification Program (AQP). Differences must be justified and documented as part of the applicant's AQP approval process.

1.6 Terminology. The term "must" is used in this FSB report and certain MDR footnotes, if used, even though it is recognized that this report (as well as AC 120-53B, on which it's based) provides one acceptable means, but not necessarily the only means of compliance with part 91K or part 135. The term "must" acknowledges the need for operators to fully comply with this FSB report and MDR and ODR provisions of AC 120-53, are to be used by the operator as the means of complying with part 91K and part 135.

1.7 This report includes:

- a) Minimum training, checking, and currency requirements for operator programs for approval by FAA field offices, (e.g. MDRs, Type Rating designations, etc.),
- b) General advisory information which may be approved for that operator (e.g. MDR footnotes, acceptable ODR tables),
- c) Information which is used to facilitate FAA review of an aircraft type or related aircraft that is proposed for use by an operator (e.g. compliance checklist), and
- d) Requirement for Inspectors and Designees/Check Pilot to receive initial and recurrent training CE-560XL (560-5001thru 5500, 560-5501thru 6000, and 560-6001 and on).

Various sections of this report are qualified as to whether compliance (considering the provisions of AC 120-53) is required or is advisory in nature.

1.8 This report also provides:

Information which is advisory in nature, but may be mandatory (under 14 CFR part 91K Management Specifications or part 135 operations specifications for particular operators) if the designated configurations apply and if approved for that operator.

1.9 Relevant acronyms are defined as follows:

14 CFR	Title 14, Code of Federal Regulations
AC	Advisory Circular
ACO	Aircraft Certification Office
ADS	Automatic Dependent Surveillance
AEG	Aircraft Evaluation Group
AFM	Airplane Flight Manual
AFS	Flight Standards Service
ANP	Actual Navigation Performance
APD	Aircrew Program Designee
APM	Aircrew Program Manager
AP	Autopilot
AQP	Advanced Qualification Program
ASI	Aviation Safety Inspector
ATD	Aviation Training Device
ATP	Airline Transport Pilot
CAS	Crew Alert System
CAT II	ILS Category II Instrument Approach
CFR	Code of Federal Regulations
CHDO	Certificate Holding District Office
CNS	Communications, Navigation, and Surveillance
CPDLC	Controller Pilot Data Link Communication
DC	Display Controller
DP	Departure Procedure
EEC	Electronic Engine Control
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EICAS	Engine Indicating and Crew Alerting System
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation Systems
FFS	Full Flight Simulator
FGS	Flight Guidance System
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board

FSTD	Flight Simulation Training Device
FTD	Flight Training Device
IPT	Integrated Procedures Trainer
IMC	Instrument Metrological Conditions
IRS	Inertial Reference System
LOE	Line Oriented Evaluation
LOFT	Line Oriented Flight Training
MMEL	Master Minimum Equipment List
MCDU	Multi-Function Control Display Units
MDR	Master Differences Requirements
MFD	Multi-Function Display
MFF	Mixed Fleet Flying
MKC-AEG	Kansas City Aircraft Evaluation Group
NSP	National Simulator Program
ODR	Operator Differences Requirements
PF	Flying Pilot
PFD	Primary Flight Display
PIC	Pilot in Command
PM	Pilot Monitoring
POI	Principal Operations Inspector
PTS	Practical Test Standard
QRH	Quick Reference Handbook
RFMU	Radio Frequency Management Unit
RVSM	Reduced Vertical Separation Minimum
SIC	Second-in-Command
SOE	Supervised Operating Experience
STAR	Standard Terminal Arrival Route
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCDS	Type Certificate Data Sheet
TCE	Training Center Evaluator
TCPM	Training Center Program Manager
VMC	Visual Metrological Conditions
VNAV	Vertical Navigation
V ₁	Takeoff Decision Speed
V _R	Takeoff Rotation Speed
V ₂	Takeoff Safety Speed
V _{REF}	The airspeed equal to the landing 50-foot point speed (1.3 V _{SO}) with flaps 35° and landing gear extended.
91K	14 CFR Part 91 Subpart K

2. PILOT "TYPE RATING" REQUIREMENTS

2.1 Pilot-In Command Type Rating. In accordance with the provisions of parts 1, 61, 91, 91K and 135, the specific pilot type rating assigned for the CE-560XL (560-5001thru 5500, 560-5501thru 6000, and 560-6001 and on) is designated as "CE-560XL".

2.2 Second-In-Command (SIC) Type Rating. In accordance with the provisions of § 61.55, FAA Order 8900.1 Volume 5 Chapter 2, a SIC Privileges Only type rating can be issued as "CE-560XL" with Limitation for "CE-560XL SIC Privileges Only".

2.3 Historical type rating determination information. Previous revisions of the CE-560XL FSB and CE-560XLS FSB reports contained type rating determinations for those aircraft. E level differences were determined to exist between CE-500 series aircraft and CE-560XL aircraft. Those determinations are retained in this report for historical reference in Appendix 5.

3. "MASTER DIFFERENCE REQUIREMENTS" (MDR)

3.1 Common Requirements (All CE-560XL).

3.1.1. Autopilot Engage Altitudes. As referenced by approved AFMs, the CE-560XL (560-5001thru 5500, and 560-5501thru 6000) has specifically been evaluated for autopilot suitability for engagement at or above 400 feet AGL during takeoff and go-around, CE-560XL (560-6001 and On) has specifically been evaluated for autopilot suitability for engagement at or above 300 feet AGL during takeoff and go-around. Autopilot engaged takeoff is not authorized.

3.1.2. Minimum Altitude for Autopilot Use/Non-Precision Approaches. The CE-560XL (560-5001thru 5500, 560-5501thru 6000, and 560-6001 and on) has specifically been evaluated for autopilot suitability for continued use during non-precision approaches to an altitude of not less than 300 feet AGL.

3.1.3 Landing Minima Categories § 97.3. The CE-560XL (560-5001thru 5500, 560-5501 thru 6000, and 560-6001 and on) is considered Category "B" aircraft for the purposes of determining normal "straight-in" landing weather minima. For circling approaches, all CE-560XL aircraft are considered Category "C" by Normal Operating Procedures and an approach speed (KIAS) based on a speed of VREF at the maximum certificated landing weight. If operating at a speed in excess of the upper limit of the speed range for the aircraft's category, the minimums for the higher category must be used.

3.1.4. Normal "Final Landing Flap Setting". The normal "final landing flap setting" per § 91.126(c) is considered to be "Flaps 35/Land" for all CE-560XL aircraft.

3.2 Master Difference Requirements.

3.2.1 Requirements for particular CE-560XL Related Aircraft Combinations. Master Difference Requirements (MDRs) for related aircraft of the CE-560XL are shown in Appendix 1. These provisions apply when differences between related aircraft exist which affect flight crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences as defined in AC 120-53, as amended).

3.2.2 MDR Footnotes. Footnotes to MDR requirements define acceptable "required means" or "alternate means" of compliance. A footnote can indicate requirements that are less restrictive than the basic designation, or more restrictive than the basic designation, depending on the significance of the differences between related aircraft.

4. "OPERATOR DIFFERENCE REQUIREMENTS" (ODR) TABLES

4.1 ODR Tables. ODR tables are developed by each individual part 91K and part 135 operator when differences exist which affect crew qualification. ODR tables are used to show an operator compliance methods. These ODR tables are provided as generic tables, and therefore may not include items that are applicable to particular operators.

4.2 Operator Preparation of ODR Tables. Operators flying the CE-560XL (560-5001 thru 5500, 560-5501 thru 6000, and 560-6001 and on) aircraft must have approved ODR tables pertinent to their fleet.

4.3 ODR Table Coordination. ODR tables proposed by operators that are not identical or equivalent to acceptable ODR Tables published in this report must be coordinated with the FSB Chair prior to FAA approval and implementation. FSB coordination ensures consistent treatment of related CE-560XL aircraft between various operators, and compatibility of each ODR table with MDR provisions.

4.4 ODR Table Distribution. Original FAA approved ODR tables not published in this report are to be retained by the operator. Copies of FAA approved ODR tables are to be retained by the Certificate Holding District Office (CHDO).

5. FSB SPECIFICATIONS FOR TRAINING

5.1 General

5.1.1 Assumptions Regarding Airmen's Previous Experience. The provisions of this Section apply to programs for airmen who have experience in part 91K or part 135 operations, former military, commuter or corporate pilots and multi-engine transport turbojet aircraft, including glass cockpit and FMS experience. For airmen not having this experience, additional requirements may be appropriate as determined by the POI, TCPM, FSB, and/or AFS-200/800.

5.1.2 Operator training differences from CE-560XL(560-5001 thru 5500) or CE-560XLS (560-5501 thru 6000) to CE-560XLS+(560-6001 and on), or from CE-560XLS+ to CE-560XL or CE-560XLS must meet the minimum FSB recommendation of eight hours ground and four hours system integration training. The minimum training hours required for differences from CE-560XL or CE-560XLS to CE-560XLS+, are based on pilots with previous Collins Proline 21 experience. Operator programs using the minimum hours shall include a prerequisite for previous Collins Proline 21 experience as evidenced by successful completion of initial or recurrent training in a Proline 21 equipped aircraft within the preceding 24 months. Programs for differences from CE-560XL or CE-560XLS to CE-560XLS+, for pilots without Collins Proline 21 experience need increased training hours in addition to minimum FSB recommendation of eight hours ground and four hours system integration training. The differences training shall be accomplished in accordance with MDR table in Appendix 1 of this Report.

5.1.3 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers requires training of a crewmember for a particular crew position (e.g. captain, first officer, international relief officer, check pilot, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives and should be in accordance with ODR tables when applicable.

5.1.4 Second-In-Command Training. Flight Crews qualify to serve as SIC must accomplish certain tasks, procedures or maneuvers for the SIC crew position. Training programs should address all training elements of part 61, 91, or 135. SIC Pilot Type Rating may be issued in accordance with § 61.55, provided training tasks stipulated by this report, are also completed.

5.1.5 Future Air Navigation Systems (FANS)/RNP/ANP/CNS/CPDLC/ADS. Flight Crews operating aircraft equipped with FANS software should receive appropriate instruction in its general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. General training should address communications, navigation, and surveillance (CNS) functions covered by FANS, RNP, and ANP. In addition, sufficient training in use of data link communication and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s) in typical daily operations (requiring their use) should be provided.

5.2 Pilots Initial, Transition and Upgrade Training

5.2.1 Guidance was provided in previous CE 560XL FSB report revisions for the application of training credit for CE 560XL based on previous experience with certain CE 500 series aircraft. Similar guidance was provided for CE 500 training based on CE 560XL experience. That guidance is retained in this report for historical reference in Appendix 5. Guidance provided in this report is intended to clarify previous guidance and incorporate the XLS and XLS+ aircraft.

5.2.2 In accordance with the following conditions, and at the discretion of Principal Operations Inspectors and Training Center Program Managers having airmen certification responsibility for the CE-560XL, applicants for a CE-560XL type rating, should refer to Appendix 1.

5.2.3 Pilots Initial, Transition and Upgrade Ground Training. Initial, transition, or upgrade ground training for the CE-560XL is accomplished as specified by §§ 61.155, 91.1101 and 135.345.

5.2.4 Pilots Initial, Transition and Upgrade Flight Training. Initial, transition, or upgrade flight training for the CE-560XL is accomplished as specified by §§ 61.157, 91.1103 and 135.347.

5.2.5 Crewmember Emergency Training. Crewmember emergency training should be conducted for the CE-560XL in accordance with 14 CFR and FAA Order 8900.1. The objective of emergency training for the CE-560XL aircraft is to provide crewmembers with the necessary knowledge concerning emergency equipment, situations, and procedures, to ensure implementation of the correct actions in the event of an emergency.

Emergency training consists of instruction on the location, function, and operation of emergency equipment in each related aircraft of the CE-560XL. Where emergency equipment is common, instruction may be adjusted for crewmembers qualified and current on this equipment, provided records are available which demonstrate that crewmembers meet 14 CFR and FAA Order 8900.1 requirements. For example, if the fire extinguishers are common to fire extinguishers on other aircraft in the operator's fleet, training may be credited for all applicable aircraft. Conversely, for equipment that is unique to the CE-560XL, training on the emergency equipment for each related aircraft is required.

Emergency training also consists of instruction in crewmember emergency assignments and procedures including crew coordination and communication, the handling of emergency or other unusual situations, and emergency performance and observation drills specific to CE-560XL aircraft.

In accordance with the 14 CFR and FAA Order 8900.1, emergency training requirements refer to two types of training: "general" emergency training and "aircraft-specific" emergency training. General emergency training is instruction on those emergency items that are common to the CE-560XL and all aircraft in the operator's fleet, e.g., instruction on fire extinguishers and firefighting procedures, if common to all aircraft. Aircraft-specific emergency training is training on those items that are specific to the CE-560XL aircraft. An example of aircraft-specific emergency training is instruction on the location of emergency equipment.

As part of an approved training program, an operator may use many methods when conducting aircraft-specific emergency training, including classroom instruction, pictures, videotape, ground training devices, computer-based instruction, and static aircraft training.

There are no specified training program hours for Crewmember Emergency Training. A chart addressed in 8900.1 provides "national norms" for the approval of the general emergency training program hours. The complexity of the different related aircraft of the CE-560XL and the complexity of the type of operation to be conducted should be considered when approving the CE-560XL aircraft-specific emergency training.

5.2.6 Areas of Emphasis. The following areas of emphasis should be addressed during ground and flight training:

Ground training in the following subjects for the CE-560XL is required:

- a) Crew Resource Management
- b) Cockpit Familiarization
- c) Aircraft General Description (Interior/Exterior)
- d) Review of the AFM and Operating Manuals to include Normal & Abnormal Procedures and Limitations
- e) Lighting Systems
- f) EICAS (Engine Indicating and Crew Alerting System)
- g) Powerplant
- h) Fire Protection System
- i) Electrical System
- j) Fuel System
- k) Hydraulic System
- l) Landing Gear, Power/Anti-skid Brake Systems
- m) Flight Controls
- n) Pneumatics
- o) Air Conditioning System
- p) Ice & Rain Protection Systems
- q) Oxygen System
- r) Pressurization System
- s) Preflight Procedures
- t) PFD and MFD Displays & Controls and Avionics Systems
- u) Flight Management System
- v) Systems Integration Training
- w) MMEL Procedures
- x) Introduction to Performance
- y) Weight & Balance Procedures
- z) Aircraft Performance Procedures and Limitations
- aa) Automatic Flight Control System and Autothrust
- bb) High Altitude Operations
- cc) Electronic Flight Bag (EFB)

Particular emphasis should be placed upon takeoff and landing performance. The definitions of and the significance of: V_1 , V_R , V_2 , and V_{ref} , should be thoroughly explained. The determination of maximum takeoff and landing weight due to climb capability, obstacle clearance requirements, and brake energy limits should be thoroughly understood by the student.

Flight training for the CE-560XL: Flight Training should focus on the following events or maneuvers:

- a) Exterior inspection.
- b) Cockpit/Cabin Familiarization.
- c) Systems Tests and Checks.
- d) Multiple approaches requiring reprogramming of approaches into the avionics system.
- e) Stalls to first indication of stall warning.
- f) No Flap Landing Procedures.
- g) Normal Procedures.
- h) Abnormal Procedures.
- i) Emergency Procedures to include an approach simulating using only Emergency power.
- j) Flight Operations in the Reversionary Display Modes.
- k) VMC and IMC approaches.
- l) Engine failure, after V_1 and/or missed approach.

5.2.7 Training for Seat Dependent Tasks. Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (i.e. captain, first officer, check pilot, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives, and IAW ODR tables when applicable.

5.2.8 Second-In-Command Crew Training. Flight Crews qualify to serve as SIC must accomplish certain tasks, procedures or maneuvers for the SIC crew position. Training programs should address all training elements of part 61, 91, or 135. Training programs should address tasks stipulated in FSB Specifications for Training; Areas of Emphasis, Training for Seat Dependent Tasks and SIC Crew Training.

5.3 Differences Training. Differences Training for CE-560XL (560-5001 thru 5500, and 560-5501 thru 6000) base to CE-560XL (#6001 and On) variant and Differences Training for CE-560XL (#6001 and On) base to CE-560XL (560-5001 thru 5500, and 560-5501 thru 6000) variant: refer to MDR and ODR Tables.

5.3.1 General. Unless an initial or transition program is completed for each related aircraft, differences training is necessary for each related aircraft or type, as provided in MDR and ODR tables (reference §§ 91.1103 or 135.347). Detailed generic sample ODR tables may be obtained through the Kansas City AEG. Copies are available on request. MDR and ODR tables provide guidelines for differences training requirements applicable to particular aircraft equipage.

- a) A Differences Training Program prerequisite is that a trainee has completed initial, upgrade, or transition training in one related aircraft and will receive differences training for the other related aircraft.
- b) When a Differences Training Program involves related aircraft having the same Pilot Type Rating, coverage of differences may be completed either coincident with each phase of an initial, upgrade, or transition training course, or following completion of that training course. The differences training must be consistent with the provisions of the approved applicable MDR/ODR Tables.

5.3.2 Differences Ground Training. Differences ground training is required on the topics applicable to the pertinent related aircraft and is shown by applicable ODR tables.

5.3.3 Differences Flight Training. Difference flight training is required in the topics and maneuvers applicable to the pertinent related aircraft that is shown by applicable ODR tables.

5.4 Recurrent Training:

5.4.1 Recurrent Ground Training. Courses must include appropriate training in accordance with §§ 91.1107 or 135.351 for each related CE-560XL aircraft as specified by MDR and ODR tables for differences training.

5.4.2 Recurrent Flight Training. Courses require appropriate maneuvers and procedures identified in §§ 91.1107 or 135.351 or as otherwise described in this report. Maneuvers and procedures must account for differences between each related CE-560XL aircraft operated. The ODR table(s) must identify the differences.

5.5 Operating Experience:

5.5.1 Operating Experience Pertinent to Each Flight Crewmember. Operating experience must be obtained while serving in a primary crew position.

5.5.2 Separate Operating Experience for Single Fleet Operations. Operating experience for the CE-560XL can be accomplished in any of the appropriate variants of CE-560XL (560-5001 thru 5500, 560-5501 thru 6000, and 560-6001 and on).

5.5.3 Supervised Operating Experience (SOE). SOE required for a PIC Type Rating in accordance with part 61 pilot certification, must be accomplished from the left pilot seat.

5.6 Other Training:

5.6.1 Line Oriented Flight Training (LOFT) Programs. When operators have LOFT programs with variant CE-560XL aircraft, POIs should review LOFT credits to assure suitability for each related CE-560XL aircraft.

5.6.2 Instrument Approaches. ILS Category II (CAT II) instrument approach was not evaluated for CE-560XL.

Note: Operators should assure that flight crews are familiar with appropriate use of the flight control automation, including modes to be used, for the types of instrument approaches to be flown. This emphasis is also appropriate for aircraft that do not have certain navigation system sensors, such as ADF, installed.

5.6.3 Long Range/Extended Range/Overwater Flights. Due to criticality of fuel computations, flight crews should be familiar with all aspects of fuel management to include normal and abnormal procedures, published flight planning information, and the manner in which fuel computations are made.

5.6.4 Hazardous Weather and Winter Operations. Proper precautions and procedures regarding hazardous weather/winter operations should be addressed.

5.6.5 Controlled Flight Into Terrain (CFIT). Emphasis on altitude awareness, Terrain Awareness Warning Systems (TAWS) warnings, situational awareness and crew coordination.

5.6.6 Reduced Vertical Separation Minimums (RVSM). Operating practices and procedures to include Traffic Alert and Collision Avoidance System (TCAS) alerts and annunciations.

5.6.7 Future Air Navigation Systems (FANS). Instruction in general operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. Training to address Communications, Navigation, and Surveillance (CNS) functions, Required Navigation Performance (RNP), and Actual Navigation Performance (ANP). Training in Controller Pilot Data Link Communication (CPDLC) and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency to operate the above systems in typical daily operations should be provided (when installed).

5.6.8 Training Objective. The objective of both ground and flight training is train to proficiency.

6. FSB SPECIFICATIONS FOR CHECKING

6.1 General

6.1.1 Checking Items. Pertinent knowledge, procedures, and maneuvers specified by part 61, part 91K, part 135 and FAA Airline Transport Pilot and Aircraft Type Rating Practical Test Standards (PTS), document number FAA-S-8081-5F, as amended.

6.1.2 Areas of emphasis. The following areas of emphasis should be addressed during checks as necessary:

- a) Proficiency with manual and automatic flight must be demonstrated.
- b) Proper selection and use of PFD/MFD displays, raw data, flight director, and Flight Guidance System modes should be demonstrated, particularly during instrument approaches.
- c) Demonstration of FMS navigation (departures, arrivals, holds and approaches) proficiency.
- d) Proper outside visual scan without prolonged fixation on FMS operation should be demonstrated, and failure of component(s) of the FMS should be addressed.

6.1.3 No Flap Landings. Demonstration of a No Flap approach and landing during a check is required. In accordance with Order 8900.1 Volume 5, Chapter 3. When the flight test is conducted in a transport or commuter category airplane, a touchdown from a no-flap or partial-flap approach is not required and shall not be attempted. The approach must be flown to the point that the inspector or examiner can determine whether the landing would or would not occur in the TDZ.

6.2 Type Ratings

6.2.1 Oral Examinations. When an airman is qualifying in only one variant CE-560XL, oral test items need only address the variant model for which the test is being conducted.

6.2.2 Practical Tests. Practical tests may follow standard provisions of part 61, and PTS. The satisfactory completion of a practical type rating evaluation in any variant CE-560XL will meet the requirement for the CE-560XL type rating. In order to operate another variant model aircraft, crewmembers operating under part 91K or part 135 are required to satisfactorily comply with the requirements of the MDR and ODR tables in Appendices 1 and 2. The same requirement should be followed by flight crewmembers operating under part 91.

6.2.3 Application For and Issuance of Type Ratings. Airmen completing pertinent part 61, part 91K or part 135 requirements in any variant CE-560XL in accordance with FSB requirements described in this report, may apply to the FAA for the CE-560XL type rating endorsement. Upon completion of required tests, and submission of an application via Integrated Airman Certification and/or Rating Application (IACRA) or FAA Form 8710-1 (Airman Certification and/or Rating Application), an authorized designee or qualified ASI may issue the necessary pilot certificate with type rating. These checks must be administered by an authorized designee, or ASI who has been qualified on the specific variant of CE-560XL.

6.3 Proficiency Checks

6.3.1 General. Proficiency Checks are administered in accordance with part 61, part 91K or part 135. A proficiency check in any variant CE-560XL suffices for the type, provided initial qualification, recurrent qualification and differences are conducted IAW MDR and approved ODR tables for that operator. These checks must be administered by an authorized check pilot or qualified ASI who has been qualified on the specific variant of CE-560XL. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in part 91K or part 135.

6.3.2 Proficiency Check for Mixed Fleet Flying. Proficiency Checks for Mixed Fleet Flying should alternate checks each 6 months for PIC's and annually for SIC's between CE-560XL (560-5001thru 5500) or CE-560XLS (560-5501thru 6000) and CE-560XLS+ (560-6001 and on) aircraft. Aircraft differences must be addressed IAW the MDR and approved ODR tables for that operator.

7. FSB SPECIFICATIONS FOR RECENCY OF EXPERIENCE

7.1 Recency of Experience. Each aircraft type is addressed separately unless otherwise approved. Recency of experience must include operation and programming of the FMS and use of AFCS/Autopilot for departure, enroute, arrival and approaches.

7.1.1 Takeoff and landing credit. Takeoff and landing performed in any variant CE-560XL, (560-5001thru 5500, 560-5501thru 6000, and 560-6001 and on), are equivalent and may be credited interchangeably.

7.2 Currency for Mixed Fleet Flying. These are shown in MDR/ODR tables.

7.2.1 Level B Currency. When MDR/ODR specifies Level B Currency, currency is maintained by operating the variant aircraft within the previous 180 days. Currency may be re-established by review of all ODR Level B items identified for the pertinent variant aircraft to include Bulletins, Placards, Memos, Limitation, Operating Procedures and Manual Updates prior to operating the related aircraft. A proficiency check in the variant aircraft or by completing applicable differences training requirements for the variant airplane is also an acceptable means to re-establish currency.

7.2.2 Level C Currency. When MDR/ODR specifies Level C Currency, currency is maintained by operating/flying the variant aircraft through a complete flight cycle (takeoff, departure, arrival, approach and landing) including an instrument approach procedure within the previous 90 days. Currency may be reestablished by operating the variant aircraft, Full Flight Simulator (FFS), or Level 6 Flight Training Device (FTD) with a qualified PIC for a minimum of one complete flight cycle, completing an approved differences course, completing a type rating practical test, completing any of the following checks in the variant aircraft, or Flight Simulation Training Device (FSTD) by an authorized Check Pilot, authorized TCE, Designated Examiner, a person qualified by the Administrator or a qualified ASI: §§ 61.57(c)(d), 61.58, 91.1065, 91.1069, 135.293, 135.297, and 135.299.

7.2.3 When MDR/ODR specifies Level D Currency, currency is maintained by operating the variant aircraft through 3 complete flight cycles (takeoff, departure, arrival, approach and landing) within the previous 90 days. Currency may be reestablished by operating the variant aircraft or Full Flight Simulator (FFS) with a qualified PIC for a minimum of three complete flight cycles, completing an approved differences course, completing a type rating practical test, or completing any of the following checks in the variant aircraft or FFS, administered by an authorized Check Pilot, authorized TCE, Designated Examiner, a person qualified by the Administrator or a qualified ASI: §§ 61.57(c)(d), 61.58, 91.1065, 91.1069, 135.293, 135.297, and 135.299.

7.2.4 Instrument proficiency check. A person who has failed to meet the instrument experience requirements for more than six calendar months may reestablish instrument currency only by completing an instrument proficiency check. The instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards in the applicable configuration of CE-560XL (560-5001thru 5500, 560-5501thru 6000, and 560-6001 and on).

8. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

8.1 Compliance Checklist (see Appendix 6).

Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) in identifying those specific rules or policies for which compliance has already been demonstrated to the FAA for aircraft having a particular aircraft type, and variant. The compliance checklist also notes rules or policies not demonstrated to the FSB, which must be demonstrated to CHDOs by operators. The Regulatory compliance checklist is located in Appendix 6.

8.2 Discussion of Specific Compliance Checklist Items. Operational approval information is provided as an aid to CHDOs for identifying specific regulatory compliance.

8.2.1 Forward Observer Seat. Cessna 560XL aircraft are not equipped with a dedicated forward observer seat, and Cessna does not offer a dedicated forward observer seat as an option. Due to the availability of various passenger configurations, the determination of suitability for use of a forward passenger seat for use in conducting enroute inspections will need to be determined by the CHDO or Inspector conducting enroute inspections.

8.2.2 Emergency Evacuation. Part 135 Operators must meet the requirements of § 135.123 and part 91K operators must meet the requirements of § 91.1083.

8.2.3 CE-560XL Emergency Exits. CE-560XL (560-5001 thru 5500, 560-5501 thru 6000, and 560-6001 and on) aircraft are equipped with, and required to carry a water barrier during all flights per an equivalent level of safety. The water barrier must also be accessible during all flights. The passenger briefing and passenger briefing cards must include instructions on water barrier location and use. The water barrier is required per flight manual procedures to be placed in the cabin door opening, in the event of a water landing. The water barrier is part of an equivalent level of safety in lieu of meeting § 25.807 requirements for ditching emergency exits for passengers. Flight crews must receive training on water barrier procedures as required by §§ 91.1083 and 135.331.

8.2.4 Ditching Demonstration. While no specific requirement for a ditching demonstration exists under parts 91/91K/135, operators/crewmembers must comply with the requirements of §§ 91.1083 and 135.331, and must be familiar with the general handling characteristics and procedures outlined in the aircraft flight manual.

8.2.5 Proving and Validation Tests. Proving and validation tests in accordance with §§ 91.1041 and 135.145 are appropriate in accordance with FAA Order 8900.1, Volume 3, Chapter 29, when the CE-560XL is new to a particular operator. When an operator is currently operating any CE-560XL (560-5001 thru 5500, 560-5501 thru 6000, or 560-6001 and on) aircraft and adds another variant aircraft in the same kind of operation, proving tests are not required.

8.2.6 Electronic Flight Bag. CE-560XL (560-5001 thru 5500, and 560-5501 thru 6000) may be equipped with Honeywell Primus 1000 Charts and/or MFD Uplink Graphical Weather. Findings for use of this configuration are located in Appendix 4 of this report. CE-560XL (#6001 and On) is equipped with Collins ProLine 21. Findings for use of this configuration are located in Appendix 3 of this report.

8.2.7 Electronic Checklist. Electronic Checklists were not evaluated by the FSB.

8.2.8 Electronic Charts. CE-560XL (560-5501 thru 6000) aircraft equipped with Honeywell Primus 1000 Charts, refer to Appendix 4 of this report. CE-560XL (#6001 and On) aircraft equipped with Collins ProLine 21, refer to Appendix 3 of this report.

8.2.9 Cessna Aircraft Company CESNAV. Cessna Aircraft Company offers computer software for CE-560XL aircraft. The software package is the Cessna Aircraft Company CESNAV.

CESNAV includes the following programs or documents:

- Citation Loading Calculator (CLCalc)
- Citation Performance Calculator (CPCalc)
- Citation Electronic Operating Manual (EOM)
- MMEL O&M Procedures Guide
- Operating Manual (Reference Only)
- Flight Manual (Reference Only)
- Pilots Checklist (Reference Only)

The following is specific information on CESSNAV components.

CLCalc is a computer based software program designed to allow users to calculate and graph loading Weight and Balance of their aircraft. The Limitations Section of FAA approved Airplane Flight Manual for the CE-560XL aircraft indicates the airplane must be operated in accordance with the approved loading schedule and refers to Weight and Balance Data Sheet and FAA Approved Weight and Balance Manual Model CE-560XL. The FAA Approved Weight and Balance Manual indicates CLCalc is approved for use as an alternative source to the FAA Approved Weight and Balance Manual to determine weight and balance data.

CPCalc is a computer based software program which if used in accordance with Cessna Aircraft Company CPCalc AFMS provides an alternate source to the takeoff and landing data presented in Section IV of the basic FAA approved AFM. The program also provides advisory (not FAA approved) Section VII Wet Landing performance information. For the program to be approved for use, the Airplane Flight Manual Supplement must be issued for the specific airplane flight manual. Operators using CPCalc must adhere to CPCalc AFMS limitations and procedures.

EOM is a computer based software program which provides advisory (not FAA approved) information for planning purposes.

8.2.10 Optional Garmin GMX-200. CE-560XL (560-5001thru 5500, and 560-5501thru 6000) can be equipped with single or dual Garmin GMX-200 Multi-Function Display. If a GMX-200 is installed, electronic charts are an option available. The FSB has not conducted an operation suitability evaluation of the electronic chart functions to determine if they meet the requirements of AC 120-76 (Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bag Computing Devices). Operators and FAA Principals should contact the Kansas City Aircraft Evaluation Group to seek guidance on use of the Garmin GMX-200.

8.2.11 Passenger briefing cards. The CHDO will need to verify passenger briefing cards meet requirements of §§ 91.1035 and 135.117, and match the interior configuration and emergency equipment installed. If the aircraft was delivered by Cessna with rafts and/or life preservers installed, passenger briefing cards normally include information on raft and/or life preserver location and use.

9. FSB SPECIFICATIONS FOR FLIGHT SIMULATION TRAINING DEVICES (FSTD)

9.1 Flight Simulation Training Device Characteristics. Flight simulation training device (FSTD) characteristics are specified by part 60. The acceptability of differences between FSTDs and aircraft must be determined for each approved training program. When variants are flown in mixed fleets, the combination of FSTDs used to satisfy MDR and ODR provisions should address specific variants flown by that operator. The acceptability of differences between FSTDs, and aircraft operated must be addressed by the POI.

9.2 FSTD Approval. Requests for FSTD approval to be utilized during approved training should be made to the POI/TCPM. The POI/TCPM may approve these FSTDs for that operator if their characteristics clearly meet the established FAA criteria and have been qualified by the National Simulator Program (NSP). Where FSTDs do not clearly satisfy a given level, the POI/TCPM should request advice from the FSB Chair, NSP or AFS-200.

10. APPLICATION OF FSB REPORT

10.1 This report becomes effective when approved by the FAA (see Cover Sheet or Record of Revision page).

10.2 Training, checking and currency for the CE-560XL aircraft must be conducted in accordance with all provisions of this report.

10.3 All FAA Approved Training Programs must incorporate the latest FAA Approved AFM Procedures, AFM checklists, manufacturer's recommendations and bulletins, training maneuvers and provisions of this report.

11. ALTERNATE MEANS OF COMPLIANCE

11.1 Approval Level and Approval Criteria. Alternate means of compliance to the requirements of this report must be approved by the Kansas City AEG, FSB Chair. If alternate means of compliance is sought, operators must show that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53 (as amended) and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

11.2 Equivalent Safety. In the event alternate means of compliance is sought, training program hour reductions, FSTD approval, may be significantly limited and reporting requirements may be increased to assure equivalent safety. FAA will generally not consider relief through alternate means of compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

11.3 Interim Programs. In the event unforeseen circumstances make it impossible for an operator to comply with MDR provisions, the operator may seek interim program approval rather than a permanent, alternate compliance method. Financial arrangements, scheduling adjustments, and similar reasons are not considered to be "unforeseen circumstances" for the purposes of this provision. Interim program approvals must be approved by the FSB Chair.

APPENDIX 1
MASTER DIFFERENCE REQUIREMENTS (MDR) TABLE

Aircraft Type Rating: CE-560XL		FROM AIRPLANE		
		CE-560XL (560-5001 thru 5500) (XL)	CE-560XL (560-5501 thru 6000) (XLS)	CE-560XL (560-6001 and on) (XLS+)
TO AIRPLANE	CE-560XL (560-5001 thru 5500) (XL)	A/A/B*	A/A/B	C/C/C***
	CE-560XL (560-5501 thru 6000) (XLS)	A/A/B	A/A/B*	C/C/C***
	CE-560XL (560-6001 and On) (XLS+)	C/C/C**	C/C/C**	A/A/B*

*Differences to accommodate optional equipment and aircraft modifications.

** The currency level for flight crews, who are trained and qualified in both the CE 560XL/XLS and the CE-560XLS+, or who are engaged in mixed fleet flying, is Level C if they have not operated the CE-560XLS+ in the preceding 180 days. If flight crews have not operated the CE-560XLS+ in the preceding 180 days, operators and training providers must ensure they receive the minimum training required by this report to reestablish currency in the CE-560XLS+ avionics system and FMS. If flight crews have operated the CE-560XLS+, in the preceding 180 days and have retained systems proficiency with the Pro Line 21 System and the FMS, the currency level will be Level B.

*** The currency level for flight crews, who are trained and qualified in CE-560XLS+ and the CE 560XL/XLS, or who are engaged in mixed fleet flying, is Level C if they have not operated the CE-560XL/XLS in the preceding 180 days. If flight crews have not operated the CE-560XL/XLS in the preceding 180 days, operators and training providers must ensure they receive the minimum training required by this report to reestablish currency in the CE-560XL/XLS avionics system and FMS. If flight crews have operated the CE-560XL/XLS in the preceding 180 days and have retained systems proficiency with the Honeywell Avionics System and applicable FMS, the currency level will be Level B.

At the discretion of the POI and TCPM, reduced hour curriculums may be established for the CE-560XL type rating based on the following prerequisites. The minimum recommended flight training hours for a reduced hour curriculum is 12 hours.

Prerequisite: If the pilot	Then the pilot may enter reduced hour training curriculum for:
Holds a CE-500 type rating and has completed Initial or Transition CE-550 Bravo training within the previous 24 months ¹	CE-560XL type rating with Honeywell Avionics ²
Holds a CE-500 type rating and has completed Initial or Transition CE-560 Ultra training within the previous 24 months ¹	CE-560XL type rating with Honeywell Avionics ²
Holds a CE-500 type rating and has completed Recurrent CE-550 Bravo or CE-560 Ultra training completed within the previous 24 months ¹	CE-560XL type rating with Honeywell Avionics ²

¹Initial, transition, or recurrent training in other than the CE-550 Bravo or CE-560 Ultra does not meet the prerequisite requirement for a reduced hour curriculum for the CE-560XL type rating.

²Reduced hour curriculums do not apply to training curriculums for the CE-560XLS+ with Collins ProLine 21 Avionics.

At the discretion of the POI and TCPM, reduced hour curriculums may be established for the CE-500 type rating based on the following prerequisites. The minimum recommended flight training hours for a reduced hour curriculum is 12 hours.

Prerequisite: If the pilot	Then the pilot may enter reduced hour training curriculum for:
Holds a CE-560XL type rating and has completed Initial or Transition CE-560XL training within the previous 24 months ³	CE-500 type rating
Holds a CE-560XL type rating and has completed Initial or Transition CE-560XLS training within the previous 24 months ³	CE-500 type rating
Holds a CE-560XL type rating and has completed Recurrent CE-560XL or CE-560XLS training within the previous 24 months ³	CE-500 type rating

³Initial, transition, or recurrent training in the CE-560XLS+ does not meet the prerequisite requirement for a reduced hour curriculum for the CE-500 type rating.

APPENDIX 2

ACCEPTABLE OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLES

Definitions used in the ODR Tables:
X = Pilot's Operating Handbook and or Flight Manual Supplement
FTD 5 = Flight training devices at appropriate level (level 5)

CE-560XL(#5001 thru #5500) to CE-560XLS(#5501 thru #6000)

DIFFERENCE AIRCRAFT: CE-560XLS BASE AIRCRAFT: CE-560XL APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Citation 560XLS	More Engine Thrust, Hyd. and Brake System differences, Larger Cockpit Displays, added Body Fairings, Max Gross Weight change (20,200 lbs. to 20,400 lbs. ramp load)	None	Minor	X				A	B

DIFFERENCE AIRCRAFT: CE-560XLS BASE AIRCRAFT: CE-560XL APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
None	No Changes	None	None						

CE-560XLS(#5501 thru #6000) to CE-560XL(#5001 thru #5500)

DIFFERENCE AIRCRAFT: CE-560XL BASE AIRCRAFT: CE-560XLS APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Citation 560XL	Less Engine Thrust, Hyd. and Brake System differences, Smaller Cockpit Displays, no Body Fairings, Max Gross Weight change (20,400 lbs. to 20,200 lbs. ramp load)	None	Minor	X				A	B

DIFFERENCE AIRCRAFT: CE-560XL BASE AIRCRAFT: CE-560XLS APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
None	No Changes	None	None						

CE-560XL(#5001 thru #5500) to CE-560XLS+(#6001 and On)

DIFFERENCE AIRCRAFT: CE-560XLS+ BASE AIRCRAFT: CE-560XL APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Engine PW545C replaces PW545A	FADEC controlled. more Engine Thrust. Thrust reverser deployment emergency procedures changed.	None	Minor		X			B	B
Avionics	Collins Proline 21 replaces Honeywell P-1000.	None	Major			FTD 5		C/ FTD 5	C/B
Cockpit Structure	Full span tilt panel added. Emergency gear release controls changed.	None	Minor	X				A	B

DIFFERENCE AIRCRAFT: CE-560XLS+ BASE AIRCRAFT: CE-560XL APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
None	No Changes	None	None						

DIFFERENCE AIRCRAFT: CE-560XLS+ BASE AIRCRAFT: CE-560XL APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Air Conditioning ATA-21	Relocated temperature and pressurization controllers.	No	Minor	X				A	A
Auto Flight ATA-22	Collins autopilot and flight guidance control panel. Single flight guidance panel located below Glareshield replaces dual flight guidance panels located above PFDs.	No	Minor			FTD 5		C/ FTD 5	C/B
Communications ATA-23	Collins radios. Radio tuning through Control Display Units or Cursor Control Panels instead of Radio Management Units.	No	Minor			FTD 5		C/ FTD 5	C/B
Electrical Power ATA-24	Relocated controls and ammeters.	No	Minor	X				A	A
Indicating/ Recording Systems ATA-31	CAS on display unit 3 replaces annunciator panel.	No	Minor			FTD 5		C/ FTD 5	C/B
Landing Gear ATA-32	Relocated emergency gear release and blow down handles.	No	Minor	X				B	B
Lights ATA-33	Lighting controls relocated.	No	Minor	X				A	A
Navigation ATA-34	4 tube Collins displays and controllers replace 3 tube Honeywell displays and controllers. IFIS 5000 system added. Collins radios and FMS. Radio tuning through CDUs and CCPs instead of RMUs. Electronic standby HSI replaces mechanical HSI.	No	Major			FTD 5		C/ FTD 5	C/B

Continued

DIFFERENCE AIRCRAFT: CE-560XLS+ BASE AIRCRAFT: CE-560XL APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Oxygen ATA-35	Relocated oxygen controls and gauge.	No	Minor	X				A	A
Engine Fuel & Control ATA-73	Dual channel FADEC Engines with new throttles.	No	Minor		X			B	B
Engine Indicating ATA-77	Engine Information System on display unit 2. New standby engine gauge.	No	Minor			FTD 5		C/ FTD 5	C/B

CE-560XLS(#5501 thru #6000) to CE-560XLS+(#6001 and On)

DIFFERENCE AIRCRAFT: CE-560XLS+ BASE AIRCRAFT: CE-560XLS APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Engine PW545C replaces PW545B	FADEC controlled.	None	Minor		X			B	B
Avionics	Collins Proline 21 replaces Honeywell P-1000	None	Major			FTD 5		C/ FTD 5	C/B
Cockpit Structure	Full span tilt panel added. Emergency gear release controls changed.	None		X				A	B

DIFFERENCE AIRCRAFT: CE-560XLS+ BASE AIRCRAFT: CE-560XLS APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
None	No Changes	None	None						

DIFFERENCE AIRCRAFT: CE-560XLS+ BASE AIRCRAFT: CE-560XLS APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Air Conditioning ATA-21	Relocated temperature and pressurization controllers.	No	Minor	X				A	A
Auto Flight ATA-22	Collins autopilot and flight guidance control panel. Single flight guidance panel located below Glareshield replaces dual flight guidance panels located above PFDs.	No	Minor			FTD 5		C/ FTD 5	C/B
Communications ATA-23	Collins radios. Radio tuning through Control Display Units or Cursor Control Panels instead of Radio Management Units.	No	Minor			FTD 5		C/ FTD 5	C/B
Electrical Power ATA-24	Relocated controls and ammeters.	No	Minor	X				A	A
Indicating/ Recording Systems ATA-31	CAS on display unit 3 replaces annunciator panel.	No	Minor			FTD 5		C/ FTD 5	C/B
Landing Gear ATA-32	Relocated emergency gear release and blow down handles.	No	Minor	X				B	B
Lights ATA-33	Lighting controls relocated.	No	Minor	X				A	A
Navigation ATA-34	4 tube Collins displays and controllers replace 3 tube Honeywell displays and controllers. IFIS 5000 system added. Collins radios and FMS. Radio tuning through CDUs and CCPs instead of RMUs. Electronic standby HSI replaces mechanical HSI.	No	Major			FTD 5		C/ FTD 5	C/B

Continued

DIFFERENCE AIRCRAFT: CE-560XLS+ BASE AIRCRAFT: CE-560XLS APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Oxygen ATA-35	Relocated oxygen controls and gauge.	No	Minor	X				A	A
Engine Fuel & Control ATA-73	Dual channel FADEC Engines with new throttles.	No	Minor		X			B	B
Engine Indicating ATA-77	Engine Information System on display unit 2. New standby engine gauge.	No	Minor			FTD 5		C/ FTD 5	C/B

CE-560XLS+(#6001 and On) to CE-560XL(#5001 thru #5500)

DIFFERENCE AIRCRAFT: CE-560XL BASE AIRCRAFT: CE-560XLS+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Engine PW545A replaces PW545C	EEC controlled instead of FADEC controlled, and less thrust.	None	Minor			FTD 5		C/ FTD 5	B
Avionics	Honeywell P-1000 replaces Collins Proline 21	None	Major			FTD 5		C/ FTD 5	C/B
Cockpit Structure	Full span tilt panel removed. Emergency gear release controls changed.	None	Minor	X				A	B

DIFFERENCE AIRCRAFT: CE-560XL BASE AIRCRAFT: CE-560XLS+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
None	No Changes	None	None						

DIFFERENCE AIRCRAFT: CE-560XL BASE AIRCRAFT: CE-560XLS+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Air Conditioning ATA-21	Relocated temperature and pressurization controllers.	No	Minor	X				A	A
Auto Flight ATA-22	Honeywell autopilot and flight guidance control panel. Dual flight guidance panels located above PFDs replace single flight guidance panel located below glareshield.	No	Minor			FTD 5		C/ FTD 5	C/B
Communications ATA-23	Honeywell radios. Radio tuning through Radio Management Units instead of Control Display Units or Cursor Control Panels.	No	Minor			FTD 5		C/ FTD 5	C/B
Electrical Power ATA-24	Relocated controls and ammeters.	No	Minor	X				A	A
Indicating/ Recording Systems ATA-31	Annunciator Panel replaces CAS on display unit 3.	No	Minor			FTD 5		C/ FTD 5	C/B
Landing Gear ATA-32	Relocated emergency gear release and blow down handles.	No	Minor	X				A	A
Lights ATA-33	Lighting controls relocated.	No	Minor	X				B	B
Navigation ATA-34	3 tube Honeywell displays and controllers replace 4 tube Collins displays and controllers. Honeywell radios and FMS. Radio tuning through RMUs instead of CDUs and CCPs. Mechanical standby HSI replaces electrical HSI.	No	Major			FTD 5		C/ FTD 5	C/B

Continued

DIFFERENCE AIRCRAFT: CE-560XL BASE AIRCRAFT: CE-560XLS+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Oxygen ATA-35	Relocated oxygen controls and gauge.	No	Minor	X				A	A
Engine Fuel & Control ATA-73	Single channel EEC Engines with different throttles and AUTO/MANUAL switches.	No	Minor			FTD 5		C/ FTD 5	B
Engine Indicating ATA-77	AMLCD or mechanical tape gauges. Standby engine gauge is half of AMLCD or just mechanical N1 tapes.	No	Minor			FTD 5		C/ FTD 5	C/B

CE-560XLS+ (#6001 and On) to CE-560XLS (#5501 thru #6000)

DIFFERENCE AIRCRAFT: CE-560XLS BASE AIRCRAFT: CE-560XLS+ APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Engine PW545B replaces PW545C	EEC controlled instead of FADEC controlled	None	Minor			FTD 5		C/ FTD 5	B
Avionics	Honeywell P-1000 replaces Collins Proline 21	None	Major			FTD 5		C/ FTD 5	C/B
Cockpit Structure	Full span tilt panel removed. Emergency gear release controls changed.	None	Minor	X				A	B

DIFFERENCE AIRCRAFT: CE-560XLS BASE AIRCRAFT: CE-560XLS+ APPROVED BY (POI) _____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
None		None	None						

DIFFERENCE AIRCRAFT: CE-560XLS BASE AIRCRAFT: CE-560XLS+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Air Conditioning ATA-21	Relocated temperature and pressurization controllers.	No	Minor	X				A	A
Auto Flight ATA-22	Honeywell autopilot and flight guidance control panel. Dual flight guidance panels located above PFDs replace single flight guidance panel located below glareshield.	No	Minor			FTD 5		C/ FTD 5	C/B
Communications ATA-23	Honeywell radios. Radio tuning through Radio Management Units instead of Control Display Units or Cursor Control Panels.	No	Minor			FTD 5		C/ FTD 5	C/B
Electrical Power ATA-24	Relocated controls and ammeters.	No	Minor	X				A	A
Indicating/ Recording Systems ATA-31	Annunciator Panel replaces CAS on display unit 3.	No	Minor			FTD 5		C/ FTD 5	C/B
Landing Gear ATA-32	Relocated emergency gear release and blow down handles.	No	Minor	X				A	A
Lights ATA-33	Lighting controls relocated.	No	Minor	X				A	B
Navigation ATA-34	3 tube Honeywell displays and controllers replace 4 tube Collins displays and controllers. Honeywell radios and FMS. Radio tuning through RMUs instead of CDUs and CCPs. Mechanical standby HSI replaces electrical HSI.	No	Major			FTD 5		C/ FTD 5	C/B

Continued

DIFFERENCE AIRCRAFT: CE-560XLS BASE AIRCRAFT: CE-560XLS+ APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Oxygen ATA-35	Relocated oxygen controls and gauge.	No	Minor	X				A	A
Engine Fuel & Control ATA-73	Single channel EEC Engines with different throttles and AUTO/MANUAL switches.	No	Minor			FTD 5		C/ FTD 5	B
Engine Indicating ATA-77	AMLCD or mechanical tape gauges. Standby engine gauge is half of AMLCD or just mechanical N1 tapes.	No	Minor			FTD 5		C/ FTD 5	C/B

APPENDIX 3

CLASS 3 ELECTRONIC FLIGHT BAG OPERATIONAL EVALUATION COLLINS PROLINE 21 WITH IFIS-5000 560XL #6001 and On (XLS+)

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9. FSB Environmental Testing (HIRF, EMI)
10. Continued Airworthiness
11. List of EFB Affected Document

1. Purpose and Applicability

The following is provided for the benefit of FAA Principal Inspectors and aircraft operators for their use in determining the acceptance of EFB applications. As described in AC 120-76, Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bags Computing Devices, the Collins IFIS is certified Class 3 EFB Hardware and Type C applications. Class 3 hardware is installed equipment and requires AIR involvement and AEG involvement. Applications are classified as Type C due to the interactiveness of the Electronic Charts with the aircraft. The charts can be manipulated (i.e. zoomed, scrolled, etc.) as Type B, but are classified Type C because aircraft present position is provided on the installed display on the airport depictions and charts. Aircraft present position as incorporated into Electronic Charts has been certified as a situational awareness tool and is not intended to alleviate the crew from carrying primary navigational reference materials.

This Appendix is applicable for operational approval of the IFIS-5000 system as an Electronic Flight Bag, 560XL #6001 and On (XLS+) aircraft.

2. EFB Description

IFIS-5000 SYSTEM

The integrated Flight information System (IFIS) provides supplemental information, such as weather and electronic charts, in the cockpit via Adaptive Flight Displays (AFD). The IFIS functions are intended to provide situational awareness only and do not provide alerts or warnings. The three major functions provided by the IFIS-5000 are; support for navigational charts, enhanced map overlays, and graphical weather images. The charts function allows the viewing of selected Jeppesen aeronautical charts. The Enhanced Maps function is split into an application and a server that together provide map overlays of geopolitical, airspace, airway data

and visual navigation information. The Graphical Weather function option provides various weather images, such as NEXRAD. The Graphical Weather System is operator selected as either XM or Universal.

The Collins IFIS-5000 System consists of the following major equipment items:

QTY	Description
1or2*	File Server Unit FSU-5010
2	Cursor Control Panel CCP-3000
2	Data Link Communications System CMU-4000 (ACARS/Universal only)
2	Control Display Unit CDU
2	Adaptive Flight Display AFD-3010E

* Single or Dual FSU-5010 installations will not support EFB operational authorization as sole source of aeronautical information. Since chart information cannot be displayed while on emergency power, or in the event of certain avionics failures. A suitable secondary source is required to be available to the flight crew.

FSU-5010

The File Server Unit (FSU-5010) is a dedicated LRU with three major functions that provides the processing platform for the Integrated Flight Information Systems: Solid-state memory; a processor capable of running one or more applications, and high-speed Ethernet communications with other avionics. The FSU provides the mass data storage within its Mass Storage hardware, necessary for up-linked graphical weather, enhanced map overlays and electronic charts displayed on the MFD. Ethernet bussing provides the high-speed connection to the MFD. The high speed Ethernet connection minimizes the time taken to respond to a display request from the pilot, while providing a level of integrity to the data being transmitted.

CCP 3000

The Cursor Control Panel (CCP 3000) is mounted in the flight deck to provide additional pilot controls necessary for the chart function. These functions include:

- Selection and de-selection of the chart display on the MFD
- Zooming a specific area of a chart to provide better readability
- Panning a chart to view different areas of the chart while zoomed
- Rotation of charts between landscape and portrait orientation
- Selection of a specific chart from the thousands contained in the database

IFIS-5000 FUNCTIONS

Electronic Charts, Graphical Weather and Enhanced Map Overlay functions each require an active subscription. Collins Integrated Flight Information System IFIS-5000 Operator's Guide must be immediately available to the flight crew.

Electronic Charts

The Electronic Aeronautical Charts and Approach Plates are intended to provide ease of chart access and improved situational awareness by allowing the display of aircraft present position on Geo referenced charts.

The Electronic Charts feature will typically provide information to include (but is not necessary restricted to): the display of charts for arrival, approach, departure, airport and NOTAMS. Access to the Electronic Charts format is via a CCP chart button. Integration with the Collins FMS flight plan data provides easy access to all charts pertinent to the flight plan. Pilot entered station IDs are allowed. The Electronic Chart function provides aircraft position on all geo-referenced charts.

The FMS transmits flight plan information (origin airport, destination airport, destination arrival, destination approach, and alternate airport) used by the electronic chart function. Charts associated with each flight plan element are listed on the MFD's chart selection menu. A single action selects any of these charts for immediate display.

IFIS-5000 electronic chart feature includes:

- Approach Charts
- Terminal Area Arrival / Departure Charts
- Airport Diagrams
- Chart Notices to Airmen (NOTAMs)

If airport diagrams are referenced to geographical coordinates, an aircraft symbol is superimposed on the airport diagram to enhance position awareness. Approach charts referenced to geographical coordinates also have an aircraft symbol superimposed on the chart to enhance situational awareness.

Enhanced Map Overlays

The File Server Unit (FSU) provides several map databases that contain data that can be overlaid on the MFD PPOS & Plan Maps. These databases include:

- Geographic Data (lakes, rivers, and political boundaries)
- Airways ("Victor" airways and "jet" routes)
- Airspace depictions

The Enhanced Map Application does not serve as the primary means in the cockpit for positional information. Enhanced Map overlays are advisory and not to be used for navigation. Navigation data related to Approach is provided by the Charts application.

Graphical Weather Function

The IFIS-5000 system will support several graphical weather functions but the weather radar is the primary means for aiding "tactical" short-range navigation decisions, while the strategic planning is performed using the longer-range graphical weather data. Graphical Weather may not be substituted for weather radar to provide thunderstorm detection and avoidance information in compliance with FAR requirements.

The Graphical Weather function provides weather information to pilots to enhance their awareness of the flight situation to provide a strategic meteorological overview. The intention is to improve operation safety and efficiency. The graphical weather feature provides the display of stored graphical weather images. The pilot is able to select from a menu of available graphical weather images that are stored in the FSU. Stored images are down-linked through the

XM or Universal CMU receiver to the FSU. The data received is broadcast from a ground weather service provider. The graphical information can be panned and zoomed using the Cursor Control Panel Joystick and Zoom buttons. The information provided is:

- NEXRAD Radar images
- Echo Tops (Altitude, speed and direction of the tops of major storm cells)
- Graphical and textual METAR
- Graphical and textual Significant Meteorological advisory (SIGMET)
- Textual Airman's Meteorological advisory (AIRMET)
- Textual Terminal Aerodrome Forecast (TAF)

3. EFB Mounting

EFB applications are displayed on either Multi-function Display and have been certified as part of the type design.

4. EFB Display and Reflectivity

The EFB has been evaluated in both low light and full sunlight. The display is readable under the full range of lighting without distraction.

5. EFB Procedures and Database Revisions

The database affectivity format that is displayed on the MFD is designed to allow the flight crew (or maintenance personnel) to ascertain the currency of the installed databases. The databases listed on this page include:

- FMS Database (28 day update cycle)
- Charts (14 day update cycle)
- Airspace (28 day update cycle)
- Geographic (update on user demand)
- Political (update on user demand)
- Graphical Weather (update on user demand)

The database affectivity format provides information regarding the begin date, end date, and currency status of each of the installed databases. When databases are selected on the page, the format also provides detail information regarding the database regions of coverage. When an installed database is out of date, the flight crew is provided a CHECK DATABASE STATUS annunciation (only when on the ground) in the Lower Format Window. When this annunciation is displayed, the operator can select the database affectivity page and a NOT CURRENT annunciation (in yellow) is displayed in the status column.

6. FSB Specifications for Training

As a minimum the crew should use the FMS to flight plan and the EFB electronic chart functions to pull up the airport depiction charts, SID's, Arrival Procedures, and approach charts. Pilots should master the graphic weather depiction functions to obtain METARS and TAF's for origin, destination, and alternate airports

7. FSB Specification for Checking

Recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical weather text functions.

8. FSB Specification for Currency

Currency level is variable as set in MDR table. If level C currency is indicated by MDR table, recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical weather text functions.

9. Environmental Testing (HIRF, EMI)

Intensity Radiated Fields and Indirect Effects of Lightning for the IFIS-5000 system were tested per High Intensity Radiated Fields (HIRF) and Indirect Effects of Lightning Test Procedure. The system meets Certification Basis requirements and special conditions for High Intensity Radiated Fields and Indirect Effects of Lightning.

10. Continued Airworthiness

Instructions for Continued Airworthiness for the IFIS-5000 system are addressed in accordance with aircraft certification requirements and available through normal ICA distribution processes.

11. LIST of EFB Affected Document

The following is a list of Procedures, Documents and Affected Manuals concerning Operational Approval of the IFIS -5000 for use as an Electronic Flight Bag:

- Collins Integrated Flight Information System IFIS-5000 Operator's Guide
- Operations Manual
- Flight Crew Training Program
- Training Courseware (Flight Crew, Maintenance Personnel, Operations Personnel)
- Company Maintenance Procedures
- Component Maintenance Manuals
- Minimum Equipment List
- Data Delivery and Management Procedures
- EFB Configuration Control Procedures

APPENDIX 4

CLASS 3 ELECTRONIC FLIGHT BAG OPERATIONAL EVALUATION Cessna 560XLS Honeywell Charts and/or MFD Uplink Graphical Weather 560XL #5501 thru 6000 (XLS)

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1. Purpose and Applicability
2. EFB Suitability Determination
3. EFB Description
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5. FSB Specifications for Checking
6. FSB Specifications for Currency
7. Continued Airworthiness
8. List of EFB Affected Document

1. Purpose and Applicability

The following is provided for the benefit of FAA Principal Inspectors and aircraft operators for their use in determining the acceptance of EFB applications. As described in AC 120-76, Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bags Computing Devices, the Honeywell Charts and/or MFD Uplink Graphical Weather is certified Class 3 EFB Hardware and Type C applications. Class 3 hardware is installed equipment and requires AIR involvement and AEG involvement. Applications are classified as Type C due to the interactiveness of the Electronic Charts with the aircraft. The charts can be manipulated (i.e. zoomed, scrolled, etc.) as Type B, but are classified Type C because aircraft present position is provided on the installed display on the airport depictions and charts. Aircraft present position symbol displayed on the electronic charts provides supplemental airplane situational awareness information. It is not intended as a means for navigation or flight guidance. The airplane symbol is not to be used for conducting instrument approaches or departures, and it should not be relied upon during low visibility taxi operations. Position accuracy, orientation, and related guidance must be assured by other means of required navigation.

This Appendix is applicable for operational approval of the Honeywell Charts and/or MFD Uplink Graphical Weather, 560XL #5501 thru 6000 (XLS) aircraft.

2. EFB Suitability Determination

The EFB evaluation determined chart display functions to be suitable as one source for electronic display of airport diagrams, approach plates, arrival procedures, and departure procedures. Since chart information cannot be displayed in the event of certain avionics failures, a suitable secondary source is required to be available to the flight crew. Flight Manual limitations must be complied with regarding use of Honeywell Charts and/or MFD Uplink Graphical Weather as an electronic flight bag.

3. EFB Description

Honeywell Charts

The following is a list of the items which that can be displayed through the chart function.

Airport charts
SID charts
STAR charts
Approach charts
Noise charts
NOTAMs
Airspace charts.

MFD Uplink Graphical Weather

The following is a list of the items which that can be displayed through the Uplink Graphical Weather Function.

Uplinked graphical weather
Geopolitical boundaries
Graphical representation of the active flight plan
Magnetic heading
Navigational aids (NAVAIDS)
Airways
Airspace

4. FSB Specifications for Training

As a minimum the crew should use the EFB electronic chart functions to pull up the airport depiction charts, SID's, Arrival Procedures, and approach charts. Pilots should master the graphic weather depiction functions to obtain METARS and TAF's for origin, destination, and alternate airports.

5. FSB Specification for Checking

Recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical weather text functions.

6. FSB Specification for Currency

Currency level is variable as set in MDR table. Recommended tasks include demonstrating competency in using the FMS to integrate use of the electronic chart functions to display departures, arrivals, and approaches, and utilizing the graphical weather text functions.

7. Continued Airworthiness

Instructions for Continued Airworthiness for Honeywell Charts and/or MFD Uplink Graphical Weather are addressed in accordance with aircraft certification requirements and available through normal ICA distribution processes.

8. LIST of EFB Affected Document

The following is a list of Procedures, Documents and Affected Manuals concerning Operational Approval of the Honeywell Charts and/or MFD Uplink Graphical Weather for use as an Electronic Flight Bag:

- Honeywell Primus 1000 Control Display System for the Cessna Citation XLS Pilot's Manual
- Operations Manual
- Flight Crew Training Program
- Training Courseware (Flight Crew, Maintenance Personnel, Operations Personnel)
- Company Maintenance Procedures
- Component Maintenance Manuals
- Minimum Equipment List
- Data Delivery and Management Procedures
- EFB Configuration Control Procedures

APPENDIX 5

Reserved

APPENDIX 6

AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

PART 91 GENERAL OPERATING AND FLIGHT RULES

§ 91.9 Civil aircraft flight manual, marking, and placard requirements.

PARAGRAPH: § 91.9(a).

REQUIREMENT: Compliance with Flight Manual, Markings, and Placard Markings.

COMPLIANCE: The airplane meets §§ 25.1545 through 25.1563 and 25.1583 through 25.1587 for Approved Airplane Flight Manual.

REMARKS: FAA Approved Airplane Flight Manuals 56XFM, 56XFMA, 56XFMB, and appropriate Flight Manual Supplements.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.9(b)(1).

REQUIREMENT: Availability of current Airplane Flight Manual in Aircraft.

COMPLIANCE: The airplane meets § 25.1581 regulations. A current, approved Airplane Flight Manual and revisions of AFM are distributed to the operator.

REMARKS: Current AFM is furnished with each airplane. Revisions to AFM are distributed to the operator.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.9(c).

REQUIREMENT: Identification of aircraft in accordance with part 45.

COMPLIANCE: The airplane is identified in accordance with part 45 regulations.

REMARKS: Fireproof identification plate is affixed to the airplane. Registration markings are painted on aircraft exterior.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.103(a).

REQUIREMENT: IFR Flight Planning and Fuel Requirements.

COMPLIANCE: Airplane fuel consumption and speed / range information is contained in the Operator Manual and Electronic Operator Manual in CessNav.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.103(b)(1).

REQUIREMENT: Preflight Planning Runway Performance Data.

COMPLIANCE: Airplane complies with part 25 for Takeoff and Landing Performance data.

REMARKS: AFM Section IV, Performance.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.126(c).

REQUIREMENT: On or In The Vicinity of an Airport in Class G Airspace Minimum
Certificated Landing Flap Setting.

COMPLIANCE: Normal Minimum Certificated Landing Flap Setting is Flaps 35.

REMARKS: AFM Section IV, Performance.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.191.

REQUIREMENT: Category II and Category III Manual.

COMPLIANCE: Model 560XL Citation XL, XLS, and XLS+ are currently approved for
Category II Operations. It is the operator's responsibility to obtain operational
approval.

REMARKS: The Category II approved aircraft have an Airplane Flight Manual Supplement
regarding operations. None of the XL series aircraft are Category III approved.

FSB FINDINGS: Agrees.

§ 91.203 Civil aircraft: Certifications required.

PARAGRAPH: §§ 91.203(a) & (b).

REQUIREMENT: Valid Airworthiness Certificate, Flight Permit, Registration Certificate.

COMPLIANCE: Cessna issues Airworthiness Certificate upon closure and approval of all
engineering and certifying documents. Operator Responsibility.

REMARKS: In order to appropriately identify per § 91.9 (c), US Registered aircraft, Cessna
completes AC Form 8050-1 and files necessary documents with the FAA.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.203(c).

REQUIREMENT: Fuel Tanks in the Passenger Compartment.

COMPLIANCE: Not applicable to Model 560XL. Fuel tanks are located in the wing bays.

REMARKS: None.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.203(d).

REQUIREMENT: Fuel Venting and Exhaust Emissions Requirements.

COMPLIANCE: The airplane meets part 34 as amended in accordance with certification basis
of the aircraft.

REMARKS: See TCDS for Certification Basis of the aircraft.

FSB FINDINGS: Agrees.

§ 91.205 Powered civil aircraft with standard category U.S. airworthiness certificates:
Instrument and equipment requirements.

PARAGRAPH: § 91.205(a).

REQUIREMENT: Powered Civil Aircraft with Standard Category U.S. Airworthiness
Certificates: Instrument and Equipment Requirements: General

COMPLIANCE: The airplane may operate in any operation described in §§ 91.205 (b) through
(f).

REMARKS: AFM Section 2, Limitations, Operations Authorized.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.205(b).

REQUIREMENT: Day VFR Equipment.

COMPLIANCE: The airplane is equipped as required in § 91.205 (b) - Visual-flight rules (day).

REMARKS: AFM Section 2, Limitations, Operations Authorized.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.205(c).

REQUIREMENT: Night VFR Equipment.

COMPLIANCE: The airplane is equipped as required in § 91.205 (c) - Visual-flight rules
(night).

REMARKS: AFM Section 2, Limitations, Operations Authorized.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.205(d).

REQUIREMENT: IFR Equipment.

COMPLIANCE: The airplane is equipped as required in § 91.205 (d) - Instrument flight rules.

REMARKS: AFM Section 2, Limitations, Operations Authorized.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.205(e).

REQUIREMENT: Flight at and above FL240.

COMPLIANCE: The airplane is equipped as required in § 91.205 (e) - see remarks.

REMARKS: Aircraft has both DME and RNAV.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.205(f).

REQUIREMENT: Category II Operations.

COMPLIANCE: Model 560XL Citation XL, XLS, and XLS+ are currently approved for
Category II Operations. It is the operator's responsibility to obtain operational
approval.

REMARKS: The Category II approved aircraft have an Airplane Flight Manual Supplement
regarding operations. None of the XL series aircraft are Category III approved.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.205(g).

REQUIREMENT: Category III Operations.

COMPLIANCE: None of the XL series aircraft are Category III approved.

REMARKS: N/A.

FSB FINDINGS: Agrees.

§ 91.207 Emergency locator transmitters.

PARAGRAPH: §§ 91.207(a) & (b).

REQUIREMENT: Emergency Locator Transmitter (ELT).

COMPLIANCE: Operator Responsibility, optional equipment from factory.

REMARKS: Current production aircraft are normally equipped with Airtex C406-N 3, which meets the requirements of § 91.207 (a).

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.207(c).

REQUIREMENT: Emergency Locator Transmitter (ELT) Batteries.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.207(d).

REQUIREMENT: Emergency Locator Transmitter (ELT) Maintenance.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 91.209 Aircraft lights.

PARAGRAPH: § 91.209(b).

REQUIREMENT: Operate an aircraft equipped with an anti-collision light system.

COMPLIANCE: Operator Responsibility.

REMARKS: Airplane is equipped with aviation white anti-collision light system (strobe) The ground recognition light (beacon) is not part of the anti-collision light system.

FSB FINDINGS: Agrees.

§ 91.211 Supplemental oxygen.

PARAGRAPH: § 91.211.

REQUIREMENT: Supplemental Oxygen: General.

COMPLIANCE: Operator Responsibility.

REMARKS: The 560XL is a pressurized aircraft. Passenger masks are located above the aisle in the cabin overhead. Crew masks are located in the outboard side panels and are quick donning. The flight manual includes an oxygen duration chart.

FSB FINDINGS: Agrees.

§ 91.213 Inoperative instruments and equipment.

PARAGRAPH: § 91.213.

REQUIREMENT: Inoperative Instruments and Equipment.

COMPLIANCE: Operator Responsibility.

REMARKS: An FAA approved MMEL is available on the internet from the FAA Flight Standards Information Management System (FSIMS).

FSB FINDINGS: Agrees.

§ 91.215 ATC transponder and altitude reporting equipment and use.

PARAGRAPH: § 91.215.

REQUIREMENT: ATC Transponder and Altitude Reporting Equipment and Use.

COMPLIANCE: Operator Responsibility.

REMARKS: Current production aircraft are equipped with Enhanced Mode S Transponders.

FSB FINDINGS: Agrees.

§ 91.217 Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference.

PARAGRAPH: § 91.217.

REQUIREMENT: Data Correspondence Between Automatically Reported Pressure Altitude Data and the Pilot's Altitude Reference: ATC Directed Deviation.

COMPLIANCE: Operator Responsibility.

REMARKS: Current production aircraft are equipped with Enhanced Mode S Transponders.

FSB FINDINGS: Agrees.

§ 91.219 Altitude alerting system or device: Turbojet-powered civil airplanes.

PARAGRAPH: § 91.219.

REQUIREMENT: Altitude Alerting System.

COMPLIANCE: The airplane equipment meets Altitude Alerting System requirements § 91.219(b).

REMARKS:

FSB FINDINGS: Agrees.

§ 91.221 Traffic alert and collision avoidance system equipment and use.

PARAGRAPH: § 91.221.

REQUIREMENT: Traffic Alert and Collision Avoidance System (TCAS) Equipment and Use.

COMPLIANCE: Operator Responsibility.

REMARKS: Current production aircraft are equipped with TCAS II approved to comply with § 91.221(a).

FSB FINDINGS: Agrees.

§ 91.223 Terrain awareness and warning system.

PARAGRAPH: § 91.223(a).

REQUIREMENT: Terrain Awareness and Warning System (TAWS).

COMPLIANCE: Operator Responsibility.

REMARKS: Current production aircraft are equipped with TAWS.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.223(b).

REQUIREMENT: Terrain Awareness and Warning System (TAWS).

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.223(c).

REQUIREMENT: AFM Procedures for TAWS.

COMPLIANCE: Operator Responsibility.

REMARKS: AFM procedures are contained within the appropriate Flight Manual Supplements.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.223(d).

REQUIREMENT: Exceptions to TAWS.

COMPLIANCE: N/A.

REMARKS: Model 560XL is not designed or configured for parachuting or firefighting operations.

FSB FINDINGS: Agrees.

§ 91.409 Inspections.

PARAGRAPH: §§ 91.409(a)(b)(c)(d).

REQUIREMENT: Inspections.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.409(e).

REQUIREMENT: Inspections.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna will provide operators with a single approved inspection program at time of aircraft delivery. Inspection information will be in Chapter 5, Section 10 of the Model 560XL Maintenance Manual, per ATA specification 2200. Maintenance Manual Chapter 4 will list life limited parts by serial number and part number. All life limited parts are placarded with serial number and part number.

FSB FINDINGS: Agrees.

PARAGRAPH: §§ 91.409(f)(g)(h).

REQUIREMENT: Inspections.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna will provide operators with a single approved inspection program at time of aircraft delivery. Inspection information will be in Chapter 5, Section 10 of the Model 560XL Maintenance Manual, per ATA specification 2200.

FSB FINDINGS: Agrees.

§ 91.411 Altimeter system and altitude reporting equipment tests and inspections.

PARAGRAPH: § 91.411.

REQUIREMENT: Altimeter System and Altitude Reporting Equipment Tests and Inspections.

COMPLIANCE: Operator Responsibility.

REMARKS: The tests required by § 91.411(c) were conducted by the manufacturer for issuance for airworthiness certificate.

FSB FINDINGS: Agrees.

§ 91.413 ATC transponder tests and inspections.

PARAGRAPH: § 91.413.

REQUIREMENT: ATC Transponder Tests and Inspections.

COMPLIANCE: Operator Responsibility.

REMARKS: FAA Approved AFM includes RVSM limits to comply with § 91.413 (b).

FSB FINDINGS: Agrees.

§ 91.503 Flying equipment and operating information.

PARAGRAPH: § 91.503.

REQUIREMENT: Flying Equipment and Operating Information.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna provided flashlights, cockpit checklists (normal and abnormal/emergency), and FAA approved Airplane Flight Manual comply with flashlights, cockpit checklists, and single engine climb performance requirements of this paragraph. Electronic charts (IFIS 5000) are incorporated into XSL+ aircraft. Guidance on that system is provided in this document, Appendix 3. Garmin GMX 200 systems including charts are also incorporated into some aircraft. Guidance on the GMX system is provided in the body of this report.

FSB FINDINGS: Agrees.

§ 91.505 Familiarity with operating limitations and emergency equipment.

PARAGRAPH: § 91.505.

REQUIREMENT: Familiarity with Operating Limitations and Emergency Equipment.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 91.507 Equipment requirements: Over-the-top or night VFR operations.

PARAGRAPH: § 91.507.

REQUIREMENT: Equipment Requirement: Over the Top, or Night VFR Operations.

COMPLIANCE: The airplane is equipped as required in § 91.507.

REMARKS: AFM Section 2, Limitations, Operations Authorized.

FSB FINDINGS: Agrees.

§ 91.509 Survival equipment for overwater operations.

PARAGRAPH: § 91.509.

REQUIREMENT: Survival Equipment for Overwater Operations.

COMPLIANCE: Operator Responsibility.

REMARKS: Emergency equipment training and passenger briefing card guidance is contained in the body of this report.

FSB FINDINGS: Agrees.

§ 91.511 Communication and navigation equipment for overwater operations.

PARAGRAPH: § 91.511.

REQUIREMENT: Radio Equipment for Overwater Operations.

COMPLIANCE: Operator Responsibility.

REMARKS: Current production aircraft are equipped to meet the requirements of § 25.511 except those portions requiring HF. HF or dual HF is an option for the aircraft.

FSB FINDINGS: Agrees.

§ 91.513 Emergency equipment.

PARAGRAPH: §§ 91.513(a)(b)(c)(d).

REQUIREMENT: Emergency Equipment.

COMPLIANCE: Operator Responsibility.

REMARKS: Airplane as equipped from the factory complies with requirements of §§ 25.513 (a) (b) (c) (d).

FSB FINDINGS: Agrees.

PARAGRAPH: §§ 91.513(e)(f).

REQUIREMENT: Emergency Equipment.

COMPLIANCE: N/A.

REMARKS: Model 560XL does not have the seating capacity referenced in §§ 25.513 (e) (f).

FSB FINDINGS: Agrees.

§ 91.517 Passenger information.

PARAGRAPH: § 91.517(a).

REQUIREMENT: Passenger Information.

COMPLIANCE: N/A.

REMARKS: The airplane equipment meets passenger information requirements of § 91.517(a).

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.517(b).

REQUIREMENT: Passenger Information.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: §§ 91.517(c)(d)(e).

REQUIREMENT: Passenger Information.

COMPLIANCE: N/A.

REMARKS: §§ 91.517(c)(d)(e) place requirements on passengers and crewmembers.

FSB FINDINGS: Agrees.

§ 91.519 Passenger briefing.

PARAGRAPH: § 91.519.

REQUIREMENT: Passenger Briefing.

COMPLIANCE: Operator Responsibility.

REMARKS: Passenger briefing card guidance is contained in the body of this report.

FSB FINDINGS: Agrees.

§ 91.521 Shoulder harness.

PARAGRAPH: § 91.521(a).

REQUIREMENT: Shoulder Harness.

COMPLIANCE: N/A.

REMARKS: Each crewmember seat is equipped with restraint system designed and certified to the inertia load factors of the aircraft certification basis.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.521(b).

REQUIREMENT: Shoulder Harness.

COMPLIANCE: N/A.

REMARKS:

FSB FINDINGS: Agrees.

§ 91.525 Carriage of cargo.

PARAGRAPH: § 91.525.

REQUIREMENT: Carriage of Cargo.

COMPLIANCE: Operator Responsibility.

REMARKS: The airplane cargo/baggage compartment meets storage requirements of § 91.525(a)(1).

FSB FINDINGS: Agrees.

§ 91.527 Operating in icing conditions.

PARAGRAPH: § 91.527.

REQUIREMENT: Operating in Icing Conditions.

COMPLIANCE: Operator Responsibility.

REMARKS: The Model 560XL AFM requires the aircraft to be free of frost, snow, or ice prior to takeoff. Takeoff with polished frost per § 91.527(a)(3) is prohibited. Refer to FAA approved AFM limitations.

FSB FINDINGS: Agrees.

§ 91.531 Second in command requirements.

PARAGRAPH: § 91.531.

REQUIREMENT: Second in Command Requirements.

COMPLIANCE: 560XL aircraft meet the definition specified in §§ 91.531 (a)(1) and (a)(2) and require a second in command. All other subparts are Operator Responsibility.

REMARKS: Second in command required for all operations per AFM limitations.

FSB FINDINGS: Agrees.

§ 91.603 Aural speed warning device.

PARAGRAPH: § 91.603.

REQUIREMENT: Aural Speed Warning Device.

COMPLIANCE: Not required although 560XL aircraft are equipped with aural warning for excessive speed.

REMARKS:

FSB FINDINGS: Agrees.

§ 91.605 Transport category civil airplane weight limitations.

PARAGRAPH: § 91.605(a).

REQUIREMENT: Transport Category Civil Airplane Weight Limitations.

COMPLIANCE: N/A.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: §§ 91.605(b)(c).

REQUIREMENT: Transport Category Civil Airplane Weight Limitations.

COMPLIANCE: Operator Responsibility.

REMARKS: FAA Approved AFM includes weight limitations in Section 2, Takeoff performance information in Section 4, and additional takeoff performance information in Section 7.

FSB FINDINGS: Agrees.

§ 91.609 Flight data recorders and cockpit voice recorders.

PARAGRAPH: §§ 91.609(a)(b).

REQUIREMENT: Operation with inactive flight recorder or cockpit voice recorder

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: §§ 91.609(c)(d).

REQUIREMENT: Requirements for Flight Data Recorder - 10+ passengers.

COMPLIANCE: Operator Responsibility.

REMARKS: Flight Data Recorders having continuous recording capability are available as optional equipment and may be required based on seating configuration.

FSB FINDINGS: Agrees.

PARAGRAPH: §§ 91.609(e) & (f).

REQUIREMENT: Requirement for cockpit voice recorder.

COMPLIANCE: Cockpit Voice Recorder having continuous recording capability is standard and complies with §§ 25.1457 (a) (1) and (2), (b), (c), (d), (e), (f) and (g).

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.609(g).

REQUIREMENT: Accident Reporting.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 91.613 Materials for compartment interiors.

PARAGRAPH: § 91.613(a).

REQUIREMENT: Materials for Compartment Interiors.

COMPLIANCE: N/A.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.613(b).

REQUIREMENT: Materials for Compartment Interiors.

COMPLIANCE: Operator Responsibility.

REMARKS: Units 560-5587 and on were manufactured in compliance with § 25.856.

FSB FINDINGS: Agrees.

§ 91.801 Applicability: Relation to part 36.

PARAGRAPH: § 91.801(a)(2).

REQUIREMENT: Part 36 Applicability.

COMPLIANCE: Operator Responsibility.

REMARKS: § 91.801 (a) (2) applies to Model 560XL aircraft. § 91.813 as referenced in
§ 91.801 (a) (2) is reserved. See § 91.805 for compliance.

FSB FINDINGS: Agrees.

§ 91.805 Final compliance: Subsonic airplanes.

PARAGRAPH: § 91.805.

REQUIREMENT: Operating Noise Limits for Subsonic Airplanes.

COMPLIANCE: Model 560XL aircraft comply to part 36 Stage 3 requirements as documented
in AFM Section 4.

REMARKS:

FSB FINDINGS: Agrees.

§ 91.1033 Operating information required.

PARAGRAPH: §§ 91.1033(a)(1),(a)(2),(b)(c).

REQUIREMENT: Cockpit Checklist.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna provided normal checklists 56XCLNP (560-5001 thru 5500), 56XCLANP
(560-5501 thru 6000) and 56XCLBNP (560-6001 and on) and
abnormal/emergency checklists 56XCLEAP (560-5001 thru 5500), 56XCLAEAP
(560-5501 thru 6000) and 56XCLBEAP (560-6001 and on) and any additional
information contained in the appropriate flight manual supplements can be used by
the operator to show compliance.

FSB FINDINGS: Agrees.

PARAGRAPH: §§ 91.1033(a)(3),(a)(4).

REQUIREMENT: Aeronautical Charts.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 91.1035 Passenger awareness.

PARAGRAPH: § 91.1035(e).

REQUIREMENT: Automated Briefing Recording.

COMPLIANCE: Operator Responsibility.

REMARKS: Several optional installations for cabin briefers exist for 560XL aircraft.

Additional information can be found in the appropriate airplane flight manual supplement if any of these options are installed.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.1035(f).

REQUIREMENT: Passenger Briefing Cards.

COMPLIANCE: Operator Responsibility.

REMARKS: Passenger briefing card guidance is contained in the body of this report.

FSB FINDINGS: Agrees.

§ 91.1045 Additional equipment requirements.

PARAGRAPH: § 91.1045(b)(1).

REQUIREMENT: Cockpit Voice Recorder.

COMPLIANCE: Cockpit Voice Recorder having continuous recording capability is standard, meets § 135.151, and complies with §§ 25.1457 (a) (1) and (2), (b), (c), (d), (e), (f) and (g).

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.1045(b)(2).

REQUIREMENT: Flight Recorder.

COMPLIANCE: Operator Responsibility.

REMARKS: Flight Data Recorder having continuous recording capability is available as optional equipment, meets § 135.152, may be required based on seating configuration as indicated in § 135.152, and complies with § 25.1459.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.1045(b)(3).

REQUIREMENT: TAWS System.

COMPLIANCE: Operator Responsibility.

REMARKS: Several optional installations for TAWS exist for 560XL aircraft. Additional information can be found in the appropriate airplane flight manual supplement if any of these options are installed.

FSB FINDINGS: Agrees.

PARAGRAPH: § 91.1045(b)(4).
REQUIREMENT: TCAS System.
COMPLIANCE: TCAS is installed as standard equipment on all Model 560XL aircraft.
REMARKS: Additional information can be found in the appropriate airplane flight manual supplements.
FSB FINDINGS: Agrees.

PARAGRAPH: § 91.1045(b)(5)
REQUIREMENT: Airborne Weather Radar Equipment
COMPLIANCE: Operator Responsibility.
REMARKS: Weather radar is installed on Model 560XL aircraft as standard equipment.
FSB FINDINGS: Agrees.

§ 91.1115 Inoperable instruments and equipment.

PARAGRAPH: § 91.1115(a).
REQUIREMENT: Minimum Equipment List.
COMPLIANCE: Operator Responsibility.
REMARKS: An FAA approved MMEL is available on the internet from the FAA Flight Standards Information Management System (FSIMS).
FSB FINDINGS: Agrees.

§ 91.1411 Continuous airworthiness maintenance program use by fractional ownership program manager.

PARAGRAPH: § 91.1411.
REQUIREMENT: Continuous Airworthiness Maintenance Program.
COMPLIANCE: Operator Responsibility.
REMARKS:
FSB FINDINGS: Agrees.

Appendix A to Part 91—Category II Operations: Manual, Instruments, Equipment, and Maintenance.

PARAGRAPH: Part 91 Appendix A.
REQUIREMENT: Category II Operations.
COMPLIANCE: Operator Responsibility.
REMARKS: Category II capability is available as an option on Model 560XL aircraft. If an aircraft is equipped with this option, an airplane flight manual supplement will be provided which includes procedures and limitations.
FSB FINDINGS: Agrees.

Appendix C to Part 91—Operations in the North Atlantic (NAT) Minimum Navigation
Performance Specifications (MNPS) Airspace

PARAGRAPH: Part 91 Appendix C.

REQUIREMENT: Operations in the North Atlantic (NAT) Minimum Navigation Performance
Specifications (MNPS) Airspace.

COMPLIANCE: Operator Responsibility.

REMARKS: Model 560XL aircraft can be equipped with optional equipment required for
MNPS airspace operations. The applicable Flight Management System Flight
Manual Supplements should be referenced to determine if installed equipment
meets the requirements for operation in MNPS airspace.

FSB FINDINGS: Agrees.

Appendix G to Part 91—Operations in Reduced Vertical Separation Minimum (RVSM)
Airspace

PARAGRAPH: Part 91 Appendix G.

REQUIREMENT: Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

COMPLIANCE: Airplane has Group Approval for RVSM operation as part of type design.

REMARKS: The airplane is approved for operations in RVSM airspace when required
equipment is maintained in accordance with airplane maintenance manual. This
does not constitute operational approval. Operational approval must be obtained in
accordance with applicable operating rules.

FSB FINDINGS: Agrees.

PART 135 - GENERAL OPERATING AND FLIGHT RULES

§ 135.21 Manual requirements.

PARAGRAPH: § 135.21.

REQUIREMENT: Manual Requirements.

COMPLIANCE: Operator Responsibility.

REMARKS: Airplane manuals are available from Cessna and can be used to aid the operator in
meeting § 135.21 regulations.

FSB FINDINGS: Agrees.

§ 135.75 Inspectors credentials: Admission to pilots' compartment: Forward observer's seat.

PARAGRAPH: § 135.75(b).

REQUIREMENT: Inspector's Credential: Admission to pilot's compartment: Forward
Observer's Seat.

COMPLIANCE: Operator Responsibility.

REMARKS: Forward observer seat information is contained in the body of this report.

FSB FINDINGS: Agrees.

§ 135.76 DOD Commercial Air Carrier Evaluator's Credentials: Admission to Pilot's compartment: Forward observer's seat.

PARAGRAPH: § 135.76(b).

REQUIREMENT: DOD Commercial Air Carrier Evaluator's Credentials: Admission to Pilots Compartment: Forward Observer's Seat.

COMPLIANCE: Operator Responsibility.

REMARKS: Forward observer seat information is contained in the body of this report.

FSB FINDINGS: Agrees.

§ 135.83 Operating information required.

PARAGRAPH: §§ 135.83(a)(1),(a)(2),(b),(c).

REQUIREMENT: Cockpit Checklist.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna provided normal checklists 56XCLNP (560-5001 thru 5500), 56XCLANP (560-5501 thru 6000) and 56XCLBNP (560-6001 and on) and abnormal/emergency checklists 56XCLEAP (560-5001 thru 5500), 56XCLAEAP (560-5501 thru 6000) and 56XCLBEAP (560-6001 and on) and any additional information contained in the appropriate flight manual supplements can be used by the operator to show compliance.

FSB FINDINGS: Agrees.

PARAGRAPH: §§ 135.83(a)(3),(a)(4).

REQUIREMENT: Aeronautical Charts.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 135.83(a)(5).

REQUIREMENT: Multiengine Aircraft One-Engine Climb Data.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna provided FAA Approved Airplane Flight Manuals 56XFM (560-5001 thru 5500), 56XFMA (560-5501 thru 6000) and 56XFMB (560-6001 and on) include single engine climb data in Section IV.

FSB FINDINGS: Agrees.

§ 135.93 Minimum altitudes for use of autopilot.

PARAGRAPH: § 135.93.

REQUIREMENT: Autopilot: Minimum Altitudes for Use.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna provided FAA Approved Airplane Flight Manuals 56XFM (560-5001 thru 5500), 56XFMA (560-5501 thru 6000) and 56XFMB (560-6001 and on) contain autopilot minimum use heights in Section 2 that can be utilized in determining autopilot minimum altitudes for use per § 135.93.

FSB FINDINGS: Agrees.

§ 135.99 Composition of flight crew.

PARAGRAPH: § 135.99.

REQUIREMENT: Composition of flight crew.

COMPLIANCE: Operator Responsibility.

REMARKS: The FAA approved airplane flight manual specifies minimum crew required for all operations as one pilot and one copilot in section 2.

FSB FINDINGS: Agrees.

§ 135.113 Passenger occupancy of pilot seat.

PARAGRAPH: § 135.113.

REQUIREMENT: Passenger occupancy of pilot seat.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 135.117 Briefing of passengers before flight.

PARAGRAPH: § 135.117(e).

REQUIREMENT: Passenger Briefing Cards.

COMPLIANCE: Operator Responsibility.

REMARKS: Passenger briefing card guidance is contained in the body of this report.

FSB FINDINGS: Agrees.

PARAGRAPH: § 135.117(f).

REQUIREMENT: Automated Briefing Recording.

COMPLIANCE: Operator Responsibility.

REMARKS: Several optional installations for cabin briefers exist for 560XL aircraft. Additional information can be found in the appropriate airplane flight manual supplement if any of these options are installed.

FSB FINDINGS: Agrees.

§ 135.127 Passenger information requirements and smoking prohibitions.

PARAGRAPH: § 135.127.

REQUIREMENT: Passenger Information.

COMPLIANCE: Operator Responsibility.

REMARKS: No Smoking signs are installed in all Model 560XL aircraft.

FSB FINDINGS: Agrees.

§ 135.129 Exit seating.

PARAGRAPH: §§ 135.129(d),(e).

REQUIREMENT: Exit Seating Passenger Information Cards.

COMPLIANCE: Operator Responsibility.

REMARKS: Passenger briefing card guidance is contained in the body of this report.

FSB FINDINGS: Agrees.

§ 135.143 General requirements.

PARAGRAPH: §§ 135.143(a),(b).

REQUIREMENT: Approved/Operable Instruments and Equipment.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 135.143(c).

REQUIREMENT: ATC Transponder.

COMPLIANCE: Transponders meeting the TSO requirements of § 135.143(c) are standard equipment on Model 560XL aircraft. All Cessna installed optional transponders that can be installed also meet the requirements of § 135.143(c).

REMARKS:

FSB FINDINGS: Agrees.

§ 135.147 Dual controls required.

PARAGRAPH: § 135.147.

REQUIREMENT: Dual Controls Required.

COMPLIANCE: Model 560XL aircraft are equipped with functioning dual controls in compliance with § 135.147.

REMARKS:

FSB FINDINGS: Agrees.

§ 135.149 Equipment requirements: General.

PARAGRAPH: § 135.149(a).

REQUIREMENT: Altimeter Adjustable for Barometric Pressure.

COMPLIANCE: Model 560XL aircraft are equipped with three adjustable altimeters (pilot, copilot and standby) and all are compliant with § 135.149(a).

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 135.149(c).

REQUIREMENT: Additional Equipment.

COMPLIANCE: Model 560XL aircraft are equipped with a standby attitude indicator compliant with § 135.149(c).

REMARKS:

FSB FINDINGS: Agrees.

§ 135.151 Cockpit voice recorders.

PARAGRAPH: § 135.151(a).

REQUIREMENT: Requirement and Installation of CVR.

COMPLIANCE: Cockpit Voice Recorder having continuous recording capability is standard and complies with §§ 25.1457 (a) (1) and (2), (b), (c), (d), (e), (f) and (g).

REMARKS:

FSB FINDINGS: Agrees.

PARAGRAPH: § 135.151(d).

REQUIREMENT: Boom and Mask Microphone.

COMPLIANCE: Operator Responsibility.

REMARKS: Model 560XL aircraft are equipped with cockpit voice recorders capable of recording boom microphones as well as oxygen mask microphones and are compliant with § 25.1457(c)(5).

FSB FINDINGS: Agrees.

PARAGRAPH: § 135.151(c), (e).

REQUIREMENT: CVR – Recorded Data.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 135.152 Flight data recorders.

PARAGRAPH: § 135.152.

REQUIREMENT: Flight Recorder.

COMPLIANCE: Operator Responsibility.

REMARKS: Flight Data Recorder having continuous recording capability is available as optional equipment, meets § 135.152, will be required for some seating configurations available as indicated in § 135.152, and complies with § 25.1459.

FSB FINDINGS: Agrees.

§ 135.154 Terrain awareness and warning system.

PARAGRAPH: § 135.154.

REQUIREMENT: Terrain Awareness and Warning System.

COMPLIANCE: Operator Responsibility.

REMARKS: Current production aircraft are equipped with TAWS.

FSB FINDINGS: Agrees.

§ 135.155 Fire extinguishers: Passenger-carrying aircraft.

PARAGRAPH: § 135.155.

REQUIREMENT: Fire Extinguishers: Type and Suitability of Agent.

COMPLIANCE: Model 560XL aircraft are equipped with hand fire extinguishers in the cockpit (under copilot seat) and in the cabin (location dependent on interior configuration).

REMARKS:

FSB FINDINGS: Agrees.

§ 135.157 Oxygen equipment requirements.

PARAGRAPH: §§ 135.157(b), (c).

REQUIREMENT: Oxygen Equipment Requirements Pressurized aircraft.

COMPLIANCE: Operator Responsibility.

REMARKS: Oxygen duration charts are included in section 3 of the Cessna provided FAA Approved Airplane Flight Manuals 56XFM (560-5001 thru 5500), 56XFMA (560-5501 thru 6000) and 56XFMB (560-6001 and on) for use in determination of compliance with §§ 135.157 (b) and (c). Flight crew can select 100% oxygen on their masks as required per § 135.157 (c) (3).

FSB FINDINGS: Agrees.

§ 135.158 Pitot heat indication systems.

PARAGRAPH: § 135.158(a).

REQUIREMENT: Pitot Heat Indicating Systems Requirement and Operation.

COMPLIANCE: Model 560XL aircraft are equipped with pitot heat indicating systems for pilot, copilot and standby heat systems that are compliant with § 25.1326 as dictated in § 135.158 (a).

REMARKS:

FSB FINDINGS: Agrees.

§ 135.159 Equipment requirements: Carrying passengers under VFR at night or under VFR over-the-top conditions.

PARAGRAPH: §§ 135.159(a) to (g).

REQUIREMENT: Equipment Requirements: Carrying Passengers under VFR at Night or under VFR Over The Top Conditions.

COMPLIANCE: The airplane is equipped as required in §§ 135.159 (a) through (g).

REMARKS: AFM Section 2, Limitations, Operations Authorized.

FSB FINDINGS: Agrees.

§ 135.161 Communication and navigation equipment for aircraft operations under VFR over routes navigated by pilotage.

PARAGRAPH: § 135.161.

REQUIREMENT: Radio and Navigational Equipment: Aircraft Carrying Passengers Under VFR at Night or under VFR Over The Top

COMPLIANCE: Operator Responsibility.

REMARKS: The aircraft is equipped with dual two way communications radios as well as both long range and short range navigation equipment. It is the operators responsibility to determine if the installed equipment is compliant with § 135.161 for the route to be flown.

FSB FINDINGS: Agrees.

§ 135.163 Equipment requirements: Aircraft carrying passengers under IFR.

PARAGRAPH: §§ 135.163(a) to (e),(g),(h).

REQUIREMENT: Equipment Requirements: Aircraft Carrying Passengers Under IFR.

COMPLIANCE: The airplane is equipped as required in §§ 135.163 (a) to (e), (g) and (h).

REMARKS: AFM Section 2, Limitations, Operations Authorized.

FSB FINDINGS: Agrees.

§ 135.165 Communication and navigation equipment: Extended over-water or IFR operations.

PARAGRAPH: § 135.165.

REQUIREMENT: Radio and Navigational Equipment: Extended Overwater or IFR Operations.

COMPLIANCE: Operator Responsibility.

REMARKS: Aircraft flight manual supplements for navigation equipment specify navigation operational capabilities.

FSB FINDINGS: Agrees.

§ 135.167 Emergency equipment: Extended overwater operations.

PARAGRAPH: § 135.167.

REQUIREMENT: Emergency Equipment: Extended Overwater Operations.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 135.169 Additional airworthiness requirements.

PARAGRAPH: § 135.169(a).

REQUIREMENT: Additional Airworthiness Requirements.

COMPLIANCE: Operator Responsibility.

REMARKS: Manufacturer indicates compliance with §§ 121.215, 121.217, 121.219, and 121.221.

FSB FINDINGS: Agrees.

§ 135.170 Materials for compartment interiors.

PARAGRAPH: §§ 135.170 Materials for compartment interiors. 135.170(b),(c).

REQUIREMENT: Materials for Compartment Interiors.

COMPLIANCE: Operator Responsibility.

REMARKS: § 135 170(b) compliance by cert basis meeting § 25.853. § 135 170(c) Units 560-5587 and on were manufactured in compliance with § 25.856.

FSB FINDINGS: Agrees.

§ 135.171 Shoulder harness installation at flight crewmember stations.

PARAGRAPH: § 135.171(a).

REQUIREMENT: Shoulder Harness Installation at Flight Crewmember Stations.

COMPLIANCE: Each crewmember seat is equipped with restraint system designed and certified to the inertia load factors of the aircraft certification basis.

REMARKS:

FSB FINDINGS: Agrees.

§ 135.173 Airborne thunderstorm detection equipment requirements.

PARAGRAPH: § 135.173.

REQUIREMENT: Airborne Thunderstorm Detection Equipment.

COMPLIANCE:

REMARKS: Weather radar is installed on Model 560XL aircraft as standard equipment.

FSB FINDINGS: Agrees.

FSB FINDINGS: N/A.

§ 135.175 Airborne weather radar equipment requirements.

PARAGRAPH: § 135.175.

REQUIREMENT: Airborne Weather Radar Equipment.

COMPLIANCE: Operator Responsibility.

REMARKS: Weather radar is installed on Model 560XL aircraft as standard equipment.

FSB FINDINGS: Agrees.

§ 135.179 Inoperable instruments and equipment.

PARAGRAPH: § 135.179(a).

REQUIREMENT: Inoperable Instruments and Equipment.

COMPLIANCE: Operator Responsibility.

REMARKS: An FAA approved MMEL is available on the internet from the FAA Flight Standards Information Management System (FSIMS) for use in development in the operators MEL.

FSB FINDINGS: Agrees.

§ 135.180 Traffic Alert and Collision Avoidance System.

PARAGRAPH: § 135.180(a), (b).

REQUIREMENT: Traffic Alert and Collision Avoidance System.

COMPLIANCE: TCAS is installed as standard equipment on all Model 560XL aircraft.

REMARKS: Additional information can be found in the appropriate airplane flight manual supplements.

FSB FINDINGS: Agrees.

§ 135.181 Performance requirements: Aircraft operated over-the-top or in IFR conditions.

PARAGRAPH: § 135.181(a)(2).

REQUIREMENT: Performance Requirements: Aircraft Operated Over The Top or in IFR Conditions.

COMPLIANCE: Operator Responsibility.

REMARKS: Single engine climb gradient information is included in section 4 of the Cessna provided FAA Approved Airplane Flight Manuals 56XFM (560-5001 thru 5500), 56XFMA (560-5501 thru 6000) and 56XFMB (560-6001 and on) for use in determination of compliance with § 135.181 (a) (2). Optional CPCALC is also FAA approved by Airplane Flight Manual Supplement and may be used for use in determination of compliance.

FSB FINDINGS: Agrees.

§ 135.183 Performance requirements: Land aircraft operated over water.

PARAGRAPH: § 135.183(c).

REQUIREMENT: Performance Requirements: Land Aircraft Operated Over Water.

COMPLIANCE: Operator Responsibility.

REMARKS: Single engine climb gradient information is included in section 4 of the Cessna provided FAA Approved Airplane Flight Manuals 56XFM (560-5001 thru 5500), 56XFMA (560-5501 thru 6000) and 56XFMB (560-6001 and on) for use in determination of compliance with § 135.183 (c). Optional CPCALC is also FAA approved by Airplane Flight Manual Supplement and may be used for use in determination of compliance.

FSB FINDINGS: Agrees.

§ 135.185 Empty weight and center of gravity: Currency requirement.

PARAGRAPH: § 135.185.

REQUIREMENT: Empty Weight and Center of Gravity: Currency Requirement.

COMPLIANCE: Operator Responsibility.

REMARKS: An FAA approved weight and balance manual is provided by Cessna.

FSB FINDINGS: Agrees.

§ 135.227 Icing conditions: Operating limitations.

PARAGRAPH: §§ 135.227(a), (b), (c), (e), (f).

REQUIREMENT: Icing Conditions: Operating Limitations.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna provided FAA Approved Airplane Flight Manuals 56XFM (560-5001 thru 5500), 56XFMA (560-5501 thru 6000) and 56XFMB (560-6001 and on) include limitations specific to operation in icing conditions.

FSB FINDINGS: Agrees.

§ 135.363 General.

PARAGRAPH: § 135.363(b).

REQUIREMENT: Turbine Powered Large Transport Category Airplanes Performance
Operating Limitations.

COMPLIANCE: Operator Responsibility.

REMARKS: Cessna provided FAA Approved Airplane Flight Manuals 56XFM (560-5001 thru 5500), 56XFMA (560-5501 thru 6000) and 56XFMB (560-6001 and on) include takeoff and landing performance information in section 4 that can be used in determination of compliance with §§ 135.379 through 135.387 as required by § 135.363 (b). Optional CPCALC is also FAA approved by Airplane Flight Manual Supplement and may be used for use in determination of compliance.

FSB FINDINGS: Agrees.

§ 135.419 Approved aircraft inspection program.

PARAGRAPH: § 135.419.

REQUIREMENT: Approved Aircraft Inspection Program.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 135.425 Maintenance, preventive maintenance, and alteration programs.

PARAGRAPH: § 135.425.

REQUIREMENT: Maintenance, Preventive Maintenance and Alteration Programs.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.

§ 135.427 Manual requirements.

PARAGRAPH: § 135.427(b).

REQUIREMENT: Manual for Maintenance, Preventive Maintenance and Alterations.

COMPLIANCE: Operator Responsibility.

REMARKS:

FSB FINDINGS: Agrees.